

WINE AND SPIRIT MERCHANT.
CHAZALON & CO.
MAKERS AND FRENCH PRESERVES IMPORTERS
6, QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1845

ST. GEORGE'S BUILDING
DISS BROS.
Tailors.

No. 13,404

號五月七年六零百九千一

HONGKONG, THURSDAY, JULY 5, 1906

日四十月五年午丙

PRICE: \$3.00 Per Month

GERMAN BEER.

Large Stock on Hand of
AUGUSTINER BRAU
AND THE CELEBRATED
KULMBACHER BIER.
Per Case of 6 doz. pils...\$18.00.
Per Case of 4 doz. qts...\$18.00.

MAGEWEN, FRICKEL & CO.,
1815 3, DUDDELL STREET.

Intimations.

NOTICE.

TO OUR
PEAK SUBSCRIBERS.

WE are now delivering the 'CHINA MAIL' to our Peak Subscribers at their residences, including MAGAZINE GAP. Subscribers are requested to notify us promptly of any irregularity that may occur.

Hongkong, June 14, 1906. 1210



NAVY CONTRACT.

TENDERS are invited for the Supply of LABOUR and JUNKS in connection with the COALING of H.M. FLEET, etc., at Hongkong for a period of 12 months from the 1st August, 1906. Forms of tender can be obtained on application to the NAVAL STORE OFFICER, H.M. NAVAL YARD, Hongkong, and should be returned not later than Noon, on 18th July, 1906.

Hongkong, July 2, 1906. 1327

NOTICE.

WE hereby beg to notify our Customers that WE CANNOT ACCOUNT MORE THAN TWO DOLLARS in Subsidiary Coins in payment of our accounts AND OUR SHROFFS HAVE BEEN INSTRUCTED TO ADHERE STRICTLY TO THIS RULE.

A. S. WATSON & CO., LD.
Hongkong, July 3, 1906. 1338

NOTICE.

THE Interest and Responsibility of Mr VICTOR H. DEACON in our Firm ceased on 31st December last. DEACON, LOOKER & DEACON.

Hongkong, July 2, 1906. 1325

NOTICE.

WE have this day authorized Mr HANS A. SIEMSEN to sign our Firm for Procurement.

SIEMSEN & CO.
Hongkong, July 1, 1906. 1326

NOTICE.

THE UNDERSIGNED notifies to the Public that he will NOT HOLD himself RESPONSIBLE for any Debts contracted by any of his Children from 1st July, 1906.

EUG. M. HYNDMAN.
Hongkong, July 2, 1906. 1322

PLATE GLASS.

IS insured against Breakage from any Cause whatsoever. (Except Fire and Explosion) by the COMMERCIAL UNION ASSURANCE COY., LTD.

Hongkong, July 2, 1906. 1323

CURTIS BROS & CASES GAMING MACHINERY ARRIVED HONGKONG PER S.S. ESANG.

FROM CHEFOO, 21st JULY, 1905, CONSIGNED TO MESSRS R. H. MURRAY & CO.

NOTICE IS HEREBY GIVEN that the above Cargo, at present lying unclaimed in the Godowns of the Undersigned, will be sold by Public Auction by Messrs HUGHES & HUGHES, at their Auction Rooms in Ice House Street, at 11 A.M., on FRIDAY, 13th July, 1906, unless the same are previously taken delivery of by Consignees, and the charges incurred paid.

JARDINE, MATHESON & Co.,
General Managers,
Indo-China S. N. Co., Ltd.
Hongkong, June 23, 1906. 1328

'JANUS'

LIFE & ANNUITY INSURANCE CO.,
HAMBURG.
ESTABLISHED 1848.

Assets per 31st December, 1904, Mks. 53,400,000—equal to £23,000,000.

THE UNDERSIGNED, having been appointed GENERAL AGENTS of the above Company for Hongkong and China, are prepared to accept LIFE and ANNUITY INSURANCE, as well as to issue ACCIDENT POLICIES, at the most liberal terms ever offered in the world.

SIEMSEN & CO.
48

Business Notices.

THE PULSOMETER ENGINEERING CO., LD.
LONDON.

PULSOMETERS
PUMPS
WATER-SOFTENING PLANTS
FOOL-PROOF ICE PLANTS.

SOLE AGENTS: **W. S. BAILEY & CO.,**
20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain W. A. Valentine.
s.s. FATSHAN, 2,280 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,985 tons, Captain J. J. Long.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 6.30 a.m., 3 p.m. and 5.30 p.m. (Sunday Excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain G. F. Morrison, a.m.s.
Departures from Hongkong to Macao on week days at 9 p.m., except when otherwise notified by Express. Sunday Special Excursions leaving Hongkong at 9 a.m., and a second departure about 7 p.m. (See special Express).
NOTE:—During the Summer Months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Timetable.
Departures from Macao to Hongkong on week days at 8 a.m. On Saturdays a second departure about 7 p.m. On Sundays about 4 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Wilton.
s.s. NANNING, 569 tons, Captain G. Botschart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the:—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.

HOTEL MANSIONS, (First Floor), opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED,
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to THE MANAGER.

CANADA ACCIDENT ASSURANCE COMPANY.

HEAD OFFICE: MONTREAL.

THIS Company issues the most Liberal and Clear policy ever offered in East. DOUBLE BENEFITS FOR TRAVEL, ACCIDENTS, FEVER, TYPHOID and SMALL POX Covered. Policies written HERE, in any Currency.
HONGKONG OFFICE: 14, DES VUEX ROAD CENTRAL.
GRANT AND LESLIE,
General Agents for China.
Hongkong, April 21, 1906. 692

N. LAZARUS, OPTICIAN, No. 5, PEDDER STREET.
(UNDER HONGKONG HOTEL).
SIGHT TESTED FREE. LENSES GRIND. REPAIRS A SPECIALITY.

JAPANESE CEDAR WOOD Tailors.

FRAME MAKER.

JAPANESE CURIOS.

FUJIMATA & CO.,
No. 9, D'ARQUILLA ST.
Hongkong, June 2, 1906. 1151

R. HOUGHTON,
NAVAL, MILITARY AND CIVIL TAILOR.
16, QUEEN'S ROAD CENTRAL.
Hongkong, June 8, 1906. 1150

NOTICE.

THE HONGKONG & CHINA GAS CO., beg to notify the public that:—
(a) No subsidiary Chinese or Japanese coins can be accepted in payment of accounts due to the Company, and
(b) Hongkong coins can only be accepted in amounts of \$5 or under.

GEORGE CURRY,
Local Secretary.

Hongkong, June 27, 1906. 1294

DENTAL SURGEON

G. DE PERINDORGE.

DIPLOMA: PARIS.

LATEST IMPROVEMENTS INCLUDING PORCELAIN FILLINGS.

HOTEL MANSIONS, PEDDER STREET.

Hongkong, June 1, 1906. 1149

REMINISCENCES OF INTERPORT ORIOCKET.

By J. A. L.

Reprinted from the 'CHINA MAIL' in Pamphlet Form.

To be had at the 'CHINA MAIL' Office, 5, Wyndham Street.

Price 50 Cents.

NEW FILMS

Just Arrived.

DEVELOPING AND PRINTING.

MEE CHEUNG, Photographer, etc.

Hongkong, June 7, 1906. 1147

OHNE WING & CO.

28 & 29 LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN:

All Sorts of COPPER, BRASS, STEEL, IRON WARE, &c.

STEEL GLIDERS and TEES.

CORRUGATED IRON, FIG-IRON, &c.

Suitable for:

SHIPS, ENGINEERS and HOUSE BUILDERS.

1257

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.

BEWARE OF IMITATIONS. SOLE MANUFACTURERS:

BELL'S ASBESTOS CO., LD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.

OFFICE:—6, DES VUEX ROAD.

LANE, CRAWFORD & Co.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.

Without doubt this is the Finest Blend of TEA at the Price, to be had in China.



LANE, CRAWFORD & Co.
ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED FOOCHOW TEA.

PRICES:
Including Freight, Duty and Delivery to any address in the United Kingdom.
Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.

THE HONGKONG HOTEL.

UNRIVALED FOR COMFORT AND CONVENIENCE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
H. HAYNES, Manager.

CHAMPAGNES

FROM CHARLES HEIDSIECK.

PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSEN & CO.,
SOLE AGENTS FOR CHINA AND JAPAN.

Hongkong, March 2, 1906. 450

THE OLIVER TYPEWRITER.

VISIBILITY.

SIMPLICITY.

DURABILITY.

UNRIVALED FOR DUPLICATING, WAITING IN SIGHT. UNIVERSAL KEYBOARD.

GRANT & LESLIE, GENERAL AGENTS FOR HONGKONG & SOUTH CHINA. Hongkong, April 21, 1906. 726

GEO. GRIMBLE, MANAGER.

14, DES VUEX ROAD CENTRAL.

CARLTON HOUSE HOTELS.

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO THE MANAGER.

CLUB No. 1 WHISKY.

SOLD IN THE COLONY. WE CALL IT 'No. 1' BECAUSE IT IS SO IN EVERY RESPECT.

IT IS OF GREAT AGE. MATURED IN SHERRY CASKS. MELLOW, SMOOTHLY SMOKY, AND DISTILLED FROM PURE MALT.

IT IS BOTTLED AT HOME BY THE DISTILLERS. DO NOT FORGET WHAT THIS MEANS.

\$18.00 Per Dozen.

GREGOR & Co.,
19, QUEEN'S ROAD CENTRAL.

CASH—LESS 10%. CREDIT—LESS 5%.

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.

In Bags of 560 lbs. net \$2.80 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

FAIRALL & CO.

ARE SHOWING NEW SUMMER COSTUMES AND MATERIALS

IN LINEN, MUSLIN AND CAMBRIC, &c.

NEWEST STYLES IN TRIMMED HATS

NEW FLOWERS AND LACES.

HOTEL BALTIMORE LATE HOTEL AMERICA
2, WYNDHAM STREET.

A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED. AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS. EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf. Terms Reasonable. Apply to THE MANAGER.

VICTORIA DISPENSARY.

SOLE AGENTS FOR

V. R. O. LIQUEUR WHISKY

(Square Doublet) per doz. 410

'NESTOR' DISINFECTING FLUID

In 1 Gallon and 5 Gallon Tins.

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS. Hongkong, March 2, 1906. 459

LEE LOONG & CO.

FURNITURE STORE,
No. 14, QUEEN'S ROAD CENTRAL
(Next Door to H. PRICE & Co.)

A LL Kinds of FURNITURE, CARVED LANTOS, BLACKWOOD, CHOCOLATE and Green WARE KITCHEN UTENSILS, etc., etc. AT MODERATE PRICES.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

ROYAL ACADEMY PICTURES in 5 PARTS \$2.50.

PICTURES OF THE YEAR 70 Cents.

NEW STOCK

HAND-COLORED POST CARDS \$1.00 Per Doz. PLAIN 50 Cts. Per Doz.

EGYPTIAN CIGARETTES. VIKING NAVY CUT.

SOLE AGENTS FOR THE

BLICKENSDECKER TYPEWRITERS

\$85.00 and \$125.00 EACH. NEW STOCK.

FOR BATHING PARTIES.

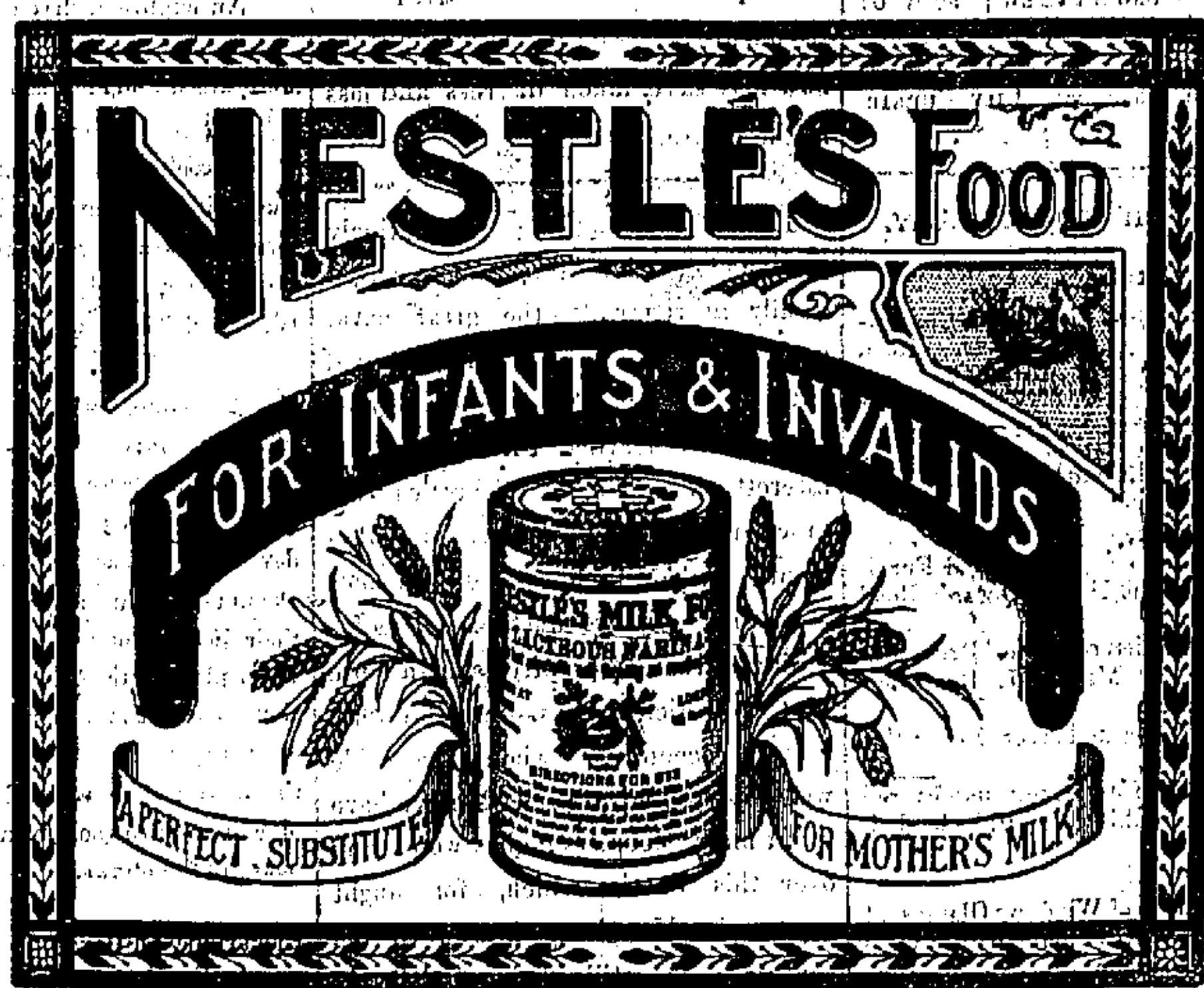
Caldbeck, Macgregor & Co.,
WINE & SPIRIT MERCHANTS,
14, QUEEN'S ROAD CENTRAL.

together. Similarly—a more difficult task—the various boats trading to the port were classified according to the nature of their cargo or place of registration, and the numerous fees leviable on each class were merged into one payment.

Also giving examples of amalgamating the various fees on cargo, Mr. Carey continues:—“Thus, an unlicensed boat on entering with a cargo of salt fish paid, besides tariff duty on her cargo, six separate fees, some of which were variable; in addition, she was subject to package and licence fees which had to be calculated in one of two ways, according to whether she carried 10, 20, 30, or more piculs. By the revised method the same boat now pays a fixed licence fee of £15. 0. 0, and £10. 0. 0 on every picul of her cargo. Broadly speaking, amalgamation consists, as may be seen, in lumping the fees together, and reducing the total to round figures for greater convenience in calculation. Where this process, owing to too great a variety of charges, was impracticable, an average of the fees leviable was taken, and a rate favourable to the importer was adopted. Amalgamation was made, where necessary, for the system of rebates that formerly existed; and the fact that certain goods enjoyed preferential rates was also taken into consideration. As a result, the revised fees, whilst not elastic as they were under the earlier régime, do not differ in the aggregate from what traders have been accustomed to pay from time to time. It may be argued that a revision of the tariff itself would have been better than amalgamation of fees, and more in accordance with modern economic ideas. But besides the fact that this was beyond our power locally, some of the fees levied are equivalent to tonnage dues on vessels, and would not therefore come within the range of duty revision. Moreover, at several of our branch stations no tariff duties are levied, but merely fees for the use of the nature of cargo, on domestic produce passing from place to place within the inlet.

Other improvements followed the amalgamation of fees. The exchange rate of the dollar was properly adjusted. Formerly it varied at the different stations between 90 and 100 cash; it is now accepted at all our offices in payment of duties at the fixed rate of 100 cash. A book showing, in local currency, the duties and fees leviable on every article usually imported or exported, and the dues on every boat entering the inlet, was prepared, and on sale to the public. The numerous cubicles forming the old office were done away with; duties and fees are now paid at one place and in one sum, the new method permitting every applicant to know exactly what he has to pay and that he is being correctly dealt with. The time saved in calculation is considerable, and traders are no longer subjected to annoying delays. The staff was further reduced: it now consists of 70 employees, who are comfortably housed and well paid. The cost of collection is kept within a reasonable limit, and is no longer the division of an excessive surplus among a swarm of parasitic drones. It would be, perhaps, too much to assert that irregularities do not exist, but their scope is certainly extremely limited.

In 1905, the fourth year of our administration, the Native Customs revenue reached £7,812,700—more than seven times the amount formerly remitted to the Government. This excellent result must be attributed to an increasingly effective control, to the introduction of salutary reforms, and to the growing sense of confidence among traders which more business-like methods have inspired.”



MIYAKO HOTEL, KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

RUBEROID ROOFING

IS THE
PIONEER WEATHERPROOF,
ELASTIC AND
FIRE RESISTING ROOFING.
15 YEARS
RECORD FOR DURABILITY AND
EFFICIENCY.
LIGHT-COOL AND WATERTIGHT.

SEND FOR SAMPLES AND PRICES
TO THE SOLE AGENTS:
THE UNITED ASBESTOS
ORIENTAL AGENCY, LD.,
DODWELL & CO. LD.,
General Managers.

FOR CANTON.

THE new and fast Twin-Screw Steamer
SAN CHUNG.
951 Tons, Captain J. McINTYRE, will leave
for Canton at 9 P.M. on SUNDAYS,
TUESDAYS and THURSDAYS and return
to Hongkong on the following days leaving
Canton at 8 P.M. Excellent accommodation.
Electric Light, and perfect cuisine. Wharf
at Hongkong near Harbour Office.
First-class Fare \$5 each way. Second-
class, \$4.00 each way. Meals, \$1 each.
Cargo Freight very moderate.

CHUNG ON STEAMBOAT CO., LD.,
No. 138, Connaught Road Central.

HONGKONG-MACAO LINE.
CAPTAIN E. AUSTIN, R.N.R.
THIS Steamer departs from HONGKONG
ON WEEK DAYS at 3.30 A.M., and
on SUNDAY MORNINGS at 7.30 A.M., and
return from MACAO on Week Days
at 2.30 P.M., and on Sundays at 2.30 P.M.
FARES:—Week Day 1st Class, including
cabin and servant, Single \$3.00, Return
Ticket \$5.00. 2nd Class \$2.00. 3rd Class \$1.00.
On and after SUNDAY, 26th JUNE INST.,
(inclusive) the SUNDAY FARE will be—
1st Class Single \$1.00, with Cabin \$2.00.
1st Class Return \$2.00, with Cabin \$3.00.
3rd Class Single \$0.50, Return \$1.00.
SUNDAY 20 CENTS each trip.

Any Steamer can be supplied on Board at
a charge of \$1.00 per month.
First-class Passengers who do not care
to return on the Hongkong Steamer, will be
allowed to do so on the following day (Monday)
on production of the Return Ticket.
Monday, owing to the Steamer's departure
will be given by the Captain, and the
Half Ticket will be available for the following
day. The Ship is in it throughout by
Electricity.

The Steamer's Wharf at Hongkong is at
the Western end of Wing Lok Street.
SAM WANG COY.,
21, Queen's Road Central.
Hongkong, June 29, 1906.

Dentistry.
DR. HARRY FONG,
AMERICAN TRAINED DENTIST.
ELECTRICAL and Latest Improved
Appliances.
51, QUEEN'S ROAD CENTRAL.
1879

DR. M. H. CHAUN,
THE Latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
37, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania,
U.S.A.
1898

DR. HARRY FONG,
AMERICAN TRAINED DENTIST.
ELECTRICAL and Latest Improved
Appliances.
51, QUEEN'S ROAD CENTRAL.
1879

DR. M. H. CHAUN,
THE Latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
37, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania,
U.S.A.
1898

DR. HARRY FONG,
AMERICAN TRAINED DENTIST.
ELECTRICAL and Latest Improved
Appliances.
51, QUEEN'S ROAD CENTRAL.
1879

DR. M. H. CHAUN,
THE Latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
37, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania,
U.S.A.
1898

DR. HARRY FONG,
AMERICAN TRAINED DENTIST.
ELECTRICAL and Latest Improved
Appliances.
51, QUEEN'S ROAD CENTRAL.
1879

DR. M. H. CHAUN,
THE Latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
37, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania,
U.S.A.
1898

KING EDWARD HOTEL

A HIGH-CLASS PRIVATE
HOTEL.
Ladies' Attendants, 2nd Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electric Fans (if required).
Electric Lighter Elevator to each Floor.
Table D'Hôte at Separate Tables.
TELEGRAPHIC ADDRESS:—
"VICTORIA, Hongkong."
For terms, &c., apply to the
MANAGER.

THE BEST BILLIARD TABLES
IN THE COLONY ARE AT
THE KOWLOON HOTEL,
CABLE ADDRESS:—
"KOWLOON."
A High-class Tourist's Hotel under Amer-
ican Management. First-class Con-
ditions. Beautiful Gardens.
MODERATE CHARGES.
J. W. OSBORNE,
Proprietor and Manager.

VICTORIA HOTEL,
SHAMEN, CANTON.
ON THE BRITISH CONCESSION.
MACAO HOTEL
MACAO, CHINA.
In the Centre of Praya Grand.

BOTH Hotels under Experienced
European Management.
Every Comfort and Convenience for Res-
idents and Tourists.
Wm. FARMER, Proprietor.

ZETLAND HOUSE.
SUPERIOR ACCOMMODATION.
(Opposite Connaught House).
No. 10, QUEEN'S ROAD CENTRAL.
MODERATE CHARGES.
Miss WATLING, Proprietress.

**SIR ROBERT HART'S
MEMORANDUM.**
A Series of Articles on Sir Robert
Hart's Services for the Improve-
ment of China.
Reprinted from the China Mail. To be
had in pamphlet form at this Office, 5,
Wyndham Street.
Price 50 Cents.

**SIR ROBERT HART'S
MEMORANDUM.**
A Series of Articles on Sir Robert
Hart's Services for the Improve-
ment of China.
Reprinted from the China Mail. To be
had in pamphlet form at this Office, 5,
Wyndham Street.
Price 50 Cents.

**SIR ROBERT HART'S
MEMORANDUM.**
A Series of Articles on Sir Robert
Hart's Services for the Improve-
ment of China.
Reprinted from the China Mail. To be
had in pamphlet form at this Office, 5,
Wyndham Street.
Price 50 Cents.

**SIR ROBERT HART'S
MEMORANDUM.**
A Series of Articles on Sir Robert
Hart's Services for the Improve-
ment of China.
Reprinted from the China Mail. To be
had in pamphlet form at this Office, 5,
Wyndham Street.
Price 50 Cents.

**SIR ROBERT HART'S
MEMORANDUM.**
A Series of Articles on Sir Robert
Hart's Services for the Improve-
ment of China.
Reprinted from the China Mail. To be
had in pamphlet form at this Office, 5,
Wyndham Street.
Price 50 Cents.

**SIR ROBERT HART'S
MEMORANDUM.**
A Series of Articles on Sir Robert
Hart's Services for the Improve-
ment of China.
Reprinted from the China Mail. To be
had in pamphlet form at this Office, 5,
Wyndham Street.
Price 50 Cents.

**SIR ROBERT HART'S
MEMORANDUM.**
A Series of Articles on Sir Robert
Hart's Services for the Improve-
ment of China.
Reprinted from the China Mail. To be
had in pamphlet form at this Office, 5,
Wyndham Street.
Price 50 Cents.

**SIR ROBERT HART'S
MEMORANDUM.**
A Series of Articles on Sir Robert
Hart's Services for the Improve-
ment of China.
Reprinted from the China Mail. To be
had in pamphlet form at this Office, 5,
Wyndham Street.
Price 50 Cents.

Auctions.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

Auctions.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,
the 6th July, 1906, at 11 A.M., at First
Floor, No. 4, QUEEN'S ROAD CENTRAL,
BANKRUPTCY No. 14 of 1906
THE GOODS AND CHATELLETS
of the above-named Bankrupt,
Comprising—
AMERICAN ROLL-TOPE DESK, WRITING
TABLES, PICTURES, HORN COFFIN, PIANOS,
COURTAINS, &c., &c., &c.
Also
Two IRON SAFES (One by Chubb's).
Terms:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, July 4, 1906.

THE Undersigned have received instruc-
tions from the Official Receiver in
Bankruptcy to Sell by Public Auction,
on
FRIDAY,

BY TELEGRAPH.

RUSSIAN POLICE.

WITHDRAWN FROM WARSAW.

(Exclusive Service, supplied by Reuters, via Bombay).

London, July 4.

Owing to the constant murders of police which have taken, and are taking, place in Warsaw, all the policemen were withdrawn from the streets yesterday.

THE NATAL REBELLION.

INFLUENCING THE TRANSVAAL.

Johannesburg Citizens Attacked.

(Exclusive Service, supplied by Reuters, via Bombay).

London, July 4.

The residents of Johannesburg are becoming scared at the frequent attacks on citizens made by the natives in the suburbs.

Many persons have been stabbed, beaten or robbed.

The attacks are believed to be the result of the rebellion in Natal.

THE EDUCATION BILL.

A Narrow Margin.

London, July 3.

The Government majority fell to 10 on a Liberal amendment, practically negating clause No. 6, which compels attendance at secular instruction only.

The minority included Sir Henry Fowler, Mr. James Bryce, Mr. Buxton, and Mr. Whiteley.

The clause was adopted by 294 to 247.

The Government left their followers a free hand.

THE RUSSIAN DUMA.

Capital Punishment.

London, July 3.

The Duma yesterday drafted and passed a Bill abolishing capital punishment, after a stormy debate, in which the objections of the Ministers were met with cries of "executioners," "brigands," "assassins."

AN AGRARIAN SCHEME.

London, July 3.

The Russian Government announced a plan to hand over to the peasants the arable Crown Lands on easy terms, and to promote emigration to Siberia and Central Asia.

FIGHTING IN NATAL.

Colonials Triumph.

London, July 3.

The Colonials under Col. Barker, Mackenzie, (7) Major Barker and Colonel Mackenzie, (8), (C.M.), attacked the rebels, estimated at 8,000, at dawn yesterday. Heavy fighting is proceeding.

Messia's kraals are in flames, and a complete victory to the Natalians is practically assured.

THE ECCELESIASTICAL COMMISSION.

MISSION.

London, July 3.

In reference to the report of the Ecclesiastical Commission, the Archbishop of Canterbury has issued an urgent appeal to end a situation which has become well nigh intolerable, and exhorts Churchmen to courageous action regarding the reconstruction of the Ecclesiastical Courts and the adoption of a new Rubric.

A Peking dispatch states that the

China-Japanese bank, which is to be established with a capital of two million taels, will be opened in Mukden some time next autumn.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—On the 5th at 12.30 p.m. Barometric changes are slight.

A depression over SE. Japan is moving towards the Pacific.

Pressure apparently rising, low over N. China, but returns from that area all lacking.

Pressure is highest over the Philippines Archipelago.

Fresh S. and SW. winds are indicated in the Formosa Channel and the N. part of the China Sea.

Forecast:—Moderate SW. winds; squally, thunder showers.

THE MISTAKES OF YOUR LIFE.

Do not number among the mistakes of your life that of neglecting to procure a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy. Some of your family may be suddenly attacked with cramp, colic or diarrhoea, which are always prevalent during the warm weather, and immediate relief is then necessary. Get it today, it may save a life. For sale by all chemists and druggists.

LOCAL AND COAST NEWS.

An explosion has taken place at the New colliery near Fukuoka, Japan. Five were killed and eighteen wounded.

A coolie was sentenced to six weeks' gaol, with six hours' stocks, and ordered to receive a whipping of twelve strokes, at the Magistracy, this morning, for smothering two bangles from a child's leg.

A coolie, who had discovered an ingenious but dishonest way of making money, came before Mr. H. J. Gompertz, at the Magistracy, this morning. For some days past he has been going amongst the hawkers at Wanchai and demanding to see their licences under the pretence that he was a plain clothed lunking. When everything was not in order he accepted a loan of twenty cents to say nothing more about the matter. He was ordered to pay a fine of \$25 or go to gaol for a month, with six hours in the stocks.

Electricity in Corea.

A Seoul telegram to the *Mainichi* states that an application made by Baron Shibumura and eight other Japanese capitalists for a concession for the establishment of a Company to utilise the waters of the river Tatong and Ham for the generation of electric power has been granted by the Korean Government. The term of the concession is twenty-four years, and the Government is to receive five per cent. of the net profit.

Death of a Bank Comptroller.

Wegret to announce the death, which took place at the Government Civil Hospital at 6.45 p.m. yesterday, of Mr. Fung Ku Shan, Comptroller of the National Bank of China, Limited, at the age of 57. Mr. Fung was the son of the late Fung Ming Shan, a prominent merchant at Hongkong. He succeeded Mr. Fung Wa Chuan as Comptroller of the National Bank in the winter of last year, being previously engaged dealing in flour, etc. He went to Swatow in May on business, and has been sick since his return. He was removed to the Government Civil Hospital at 11 a.m. yesterday and passed away at the hour above stated. His demise was quite unexpected by his many friends and much sympathy is extended to the bereaved family. The funeral took place at 3 p.m. today.

Chinese Students in Japan.

Mr. Hsiaoanp, an expectant Taoist and director of the Fu-tan College at Woon-sung was sent to Japan last year by Viceroy Chou Fu to try to redress the grievances of the students, and to ascertain the direct causes of their strike, besides investigating the educational methods in China. On his return he submitted a report to H.E. Chou Fu, in which he points out the fallacy and even the danger of sending students to Japan, where in a very short time they become violent revolutionists, or develop into uncontrollable political fanatics. As a remedial measure, Taoist Mr. Hsiaoanp urges the establishment of a Government University at either Nanking or Wuchang, capable of accommodating several thousand students. As China is spending millions of taels every year in Japan for educational purposes, the same money, he rightly urges, can be easily diverted to the maintenance of the proposed university with better results. The petitioner also criticises the educational methods in vogue in Japan, and the extremely questionable nature of the education given to Chinese students which is only too often of the most ludicrously superficial kind and is productive of the absurd and dangerous results to be seen every day.

July Fourth at Kowloon Hotel.

Of the numerous celebrations that took place yesterday afternoon to mark the "Glorious Fourth," none was more popular than the "at home" and subsequent dinner at the Kowloon Hotel. Throughout the afternoon the genial proprietor, Mr. J. W. Osborne, was kept busy receiving guests, whom he entertained over a bowl of American punch, a mixture for which the Kowloon Hotel is justly famous. In the evening Mr. Osborne again entertained his guests at dinner and they were so numerous as to tax the capacity of the house to its utmost. The 120th. Baluchis band played an appropriate programme of music, and a very enjoyable time was spent, as was evidenced by the numerous healths that were drunk and the expressions of good feeling that could be heard on all sides. The hotel garden was nicely illuminated by electric light and after dinner the band selections were greatly enjoyed by the large number of people who occupied seats on the verandah or under some of the sheltering trees. A fusillade of crackers for "joss" and the playing of "God Save the King" brought a most enjoyable evening to a close. At the King Edward Hotel also there was a special dinner in honour of the occasion. The dining room was decorated with American and English flags and at dinner appropriate selections were played on the piano which was brought into the room for the occasion. There were a very large number of visitors present at dinner, the dining room being completely filled.

CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY IN INDIA.

MRS. S. L. Hiscocks writing from Clare Road, Brouha, India, says: "I have used and still require a good many bottles of Chamberlain's Colic, Cholera and Diarrhoea Remedy, and have found it invaluable as a cure as well as a preventive of cholera. I have found it most successful and so far have never known it to fail. It is really in the stages. For sale by all chemists and druggists."

assistance, but it will be as well for the Imperial authorities to be prepared. A conclusive lesson to the native races now may save much distress and loss in the future.

There is something fascinatingly elusive about the cablegrams received locally in regard to the great naval manoeuvres which are being carried out at Home. Some considerable time ago we learned with palpitating interest that sanguinary battles were proceeding off Portsmouth and Plymouth. One of them resulted somehow—advancing years must excuse us for failing to remember after such a lapse of time which it was—but the other was "proceeding" when the cable was despatched. Since then we have spent many sleepless nights wondering over this battle which, for aught anyone in Hongkong knows to the contrary, is still being pitilessly contested. It was from the Hoe at Plymouth that Drake and the rest of those gallant old gentlemen adventurers sighted the Armada. Can that historic spot—still historic though the cheap tripper may desecrate the original Eddystone lighthouse which gazes from it out over the waters o'er which it kept watch and ward, with its presence—have fallen into the hands of the base invader? Can the delightful domes of the Earl of Mount Edgumbe over against Devonport be in the hands of Britain's foe? The cruel cableman has left us uninformed and lamenting and this outpost of the Empire is in the unfortunate position of not even knowing whether the mother Country has been beaten to her knees or not. But let us take heart of grace. There is a silver lining to every cloud. If the worst comes to the worst we have our Reserve Volunteers.

The efforts and the success of the Anti-foot binding society, which has been so ably worked by Mrs. Archibald Little, seem to be brought more conspicuously to the notice of the public in Shanghai and the Central provinces of China, then they are to us in the South. It must not be assumed, however, that little or no progress is being made. The reverse is the case. At intervals facts protrude upon us which make it abundantly clear that a quiet though silent revolution is going on; which make it safe to foretell that the days of this cruel system are numbered. A few weeks ago there was a fashionable wedding at Tsai Tsai, near Fatsan. The son of the Head Master of a local Hok Tong was married. In the Ancestral Hall, on the day following the wedding, when many guests and visitors were assembled, the school master made a stirring speech on the evils of the custom, and the delivery of this speech influenced votes. Many middle aged women unbound their feet at once, and now are able to walk with comparative ease. During the recent floods when the embankments gave way and the people were compelled to flee for their lives, the advantages of natural feet were overwhelmingly evident, and the result thereof was that afterwards many others followed the example of the more daring. More recently the same master gave a public tea to his friends and the guests were many. After tea two young men, named respectively Chan Chi Shang, and Puen Wai Chiu, spoke on the same question, and at the close of the speeches, as the Chinese graphically puts it—"The drum-like roll of the clapping ceased not to strike upon the ear." On the whole there is much to encourage Mrs. Little, and other Philanthropists, who have worked in the past against much prejudice and some opposition. It is all too evident that the custom is cruel, is opposed to common sense, and harmful to the best interests of the people. Whoever therefore seeks the amelioration of human sorrows by whatever sensible means, will rejoice in the enlightenment of those who hitherto in this matter have been benighted, and will support in all possible ways the efforts of all both European and native, who are labouring to see infant foot-binding abolished in the Eighteen Provinces. This indirect result of the introduction of Christianity into China will be worth all the money spent, and the lives sacrificed, and not a little has been accomplished by the publications of Missionaries, and by their private conversation with intelligent natives.

DEATHS.

Kew.—At 43 China Road, on 5th July, 1906, SARAH FORDINA KAY, aged 64 years. Australian papers please copy.

Cur.—On June 28, at the Victoria Nursing Home, Shanghai, LILY CURRIE, aged 16 years.

MEMOS. FOR TO-MORROW.

11 a.m.—Auction of Goods and Chattels at First Floor, No. 4, Queen's Road Central.

General Memoranda.

SATURDAY, July 7.—2.30 p.m.—Auction of Household Furniture, at 'Zeland House' Queen's Road Central.

2.30 p.m.—Auction of Ladies' Dress Materials, &c., at Mr. V. L. Remedios' Sales Rooms.

Goods per Nippon undelivered after this date subject to rent.

MONDAY, July 9.—11 a.m.—Auction of Windows Glasses, at Hongkong & Kowloon Godown Co.'s premises, Kowloon.

2.45 p.m.—Auction of Household Furniture, at 'Goodwood' No. 5, Babinington Path.

Goods per Prinz Sigismund undelivered after this date subject to rent.

TUESDAY, July 10.—2.30 p.m.—Auction of Household Furniture, at No. 14, Morrison Hill Gap.

2.45 p.m.—Auction of Household Furniture, &c., at No. 1, East Avenue, Kowloon.

Goods per Bayern undelivered after this date subject to rent.

THURSDAY, July 12.—11 a.m.—Auction of One Steel Lighter at Yau-mati by Mr. F. Kien.

SATURDAY, July 14.—Noon.—Meeting of Hongkong High-Level Tramways Co., Ltd., at Registered Office.

THURSDAY, July 19.—3 p.m.—Auction of Leasehold Property, at Messrs Hughes & Hough's Sales Rooms.

3 p.m.—Auction of Leasehold Property, at Messrs Hughes & Hough's Sales Rooms.

The China Mail.

HONGKONG, THURSDAY, JULY 5, 1906.

SOUTH AFRICA.

This news from South Africa contained in our special cablegram, published to-day, is sufficiently serious. As many thoughtful people feared the rebellion in Natal has had the effect of exciting unrest in the adjacent colonies. A spirit of incoherence is abroad and it seems possible that a racial war may be added to the many burdens which unfortunate South Africa has to support. This is no time for political reprimand. Whether the policy of the Liberal administration is deemed to have encouraged the natives in their seditious aims or not need not be considered now. There is a bigger issue at stake. The White Man is likely to be soon fighting against the Black Man in every part of South Africa where our flag flies and at such a time minor differences should be sunk. Briton and Boer, Imperialist and Little Englander must stand shoulder to shoulder against the common foe. Out-numbered as they are, if there is a general rising of the natives, the white population will be hard pressed. Before the inevitable defeat of the rebels the superiority of the white race may have to be shown by bloody but glorious conflicts like that of Rorke's Drift, where a handful of Britishers held at bay thousands of well-armed Zulus. It is a painful experience through which South Africa is passing. Scarcely has she had time to repair the ravages of the Boer war when she is called upon to face an internal conflagration which may spread no man knows whither. The colonial forces seem to have rendered a good account of themselves so far, but if the trouble commences to extend in earnest it will be necessary for the Imperial troops to lend their assistance. A recent issue of *Punch* sums up the position "pictorially" in the effective manner that is peculiarly *Punch's* own. The old lion (the Empire) is shown dozing behind a rock while a half grown cub (Natal) is engaged fighting a ferocious black panther (the native races). The sleepy old lion is saying something to the effect: "Go it youngster, I like seeing you fight your own battles—but if you want me I'm here." It is surely to be hoped that the colonists will not require outside

S. MOUTRIE & Co., LIMITED.

HONGKONG, SHANGHAI, TIENTSIN.

PIANOS

BY ALL THE LEADING MAKERS.

ORGANS, GRAMOPHONES

and every kind of

MUSICAL INSTRUMENT.

A STOCK OF OVER 5,000 RECORDS TO SELECT FROM.

TUNING AND REPAIRING A SPECIALITY.

SOLE AGENTS FOR

The Pianola, Piano

Pianola, and Aerola, and

only to be had at

S. MOUTRIE & Co., Ltd.,

YORK BUILDINGS, CHEATER ROAD.

Hongkong, May 17, 1906.

13

A. S. WATSON

& Co., Ltd.

CHEMISTS

and

DRUGGISTS

BY APPOINTMENT.

THE SAVOY, Ltd.

QUEEN'S ROAD.

SOMETHING NEW.

ON the 24th of April, 1867, roundly speaking 40 years ago, the 'CHINA MAIL' issued the following notice to Residents of the Colony:—

"THE CHINA PUNCH

"(8 Pages Quarto).

"Will be issued fortnightly so soon as a sufficient number of subscribers send in their names to guarantee the expenses of its issue.

"PRICE:—TEN DOLLARS PER ANNUM.

"Payable Quarterly in Advance.

"SINGLE COPIES FIFTY CENTS.

"Subscriptions may be paid at the 'CHINA MAIL' OFFICE."

CHINA PUNCH amused the community until Nov. 22, 1876, when in the words of the writer of his epitaph 'he languished for want of material,' and passed away.

The Colony has grown considerably since then and although there may not perhaps be yet room for a publication on 'PUNCH' lines, there should be scope for a BRIGHT NEWS weekly, which would supplement the Daily Papers.

HOLDING THIS VIEW

The CHINA MAIL, LIMITED, have decided—if sufficient inducement offers—to publish weekly, on Saturdays a

20 PAGE ILLUSTRATED WEEKLY

paper, which will contain crisp comment upon current events, and special pages devoted to recollections of all kinds, LITERATURE, LOCAL GOSSIP, SERVICES and church notes, stories, and matters of interest to lady readers. It is proposed furthermore to include some striking special features to which further allusion will be made later, if the enterprise is gone on with.

Sedulous care will be taken to maintain a good "tone" in connection with the paper and every endeavour will be made to make it bright without being offensively personal or skating on thin ice.

We would be obliged if intending subscribers would fill in the accompanying form and return it without delay to the 'CHINA MAIL' OFFICE, 3, QUEEN'S ROAD CENTRAL.

FORM

SUBSCRIBER'S NAME

MONTHLY QUARTERLY ANNUALLY

THE SUBSCRIPTION IS PROPOSED TO BE 30 CENTS FOR A SINGLE COPY; \$1.10 PER MONTH, \$3 PER QUARTER AND \$10 PER YEAR.

ESTABLISHED A.D. 1841.

Hongkong, July 4, 1906.

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

13

Give Us Water That We May Drink.

TANSAN.

PURE, Exquisite in Flavor, Stimulating without Exaction, this life-giving, Natural Mineral Water gushes out of the mountain-side at Takaradzka, near Kobe, Japan.

PURITY. Its source is amid hard volcanic rock, beyond reach of contact with any human being, and it is conveyed by gravity through a rock-bored tunnel and concrete aqueduct to a sheltered enclosure, where, without pumping, boiling, or touch of human hand, it is placed by machinery in sterilized bottles and packed in cases for shipment; thus, from its initial source protecting the water against possible taint of any kind. Percolating through several strata of virgin rock, it is saturated with their unalloyed-mineral properties, and no chemical skill can duplicate the living Tansan any more than the laboratory can evolve a living tree.

FLAVOR. Tansan gladdens the palate with a zest peculiar to itself, clean, crisp, novel, and delicious. Its appetizing taste smacks of satisfaction, without savor of a feeling of fullness, however freely indulged in.

TANSAN's Nature's own distillation, and because of its absolute purity it blends with spirits, wines, stout, milk, and other liquors without altering the natural flavor, except to unfold it.

STIMULUS. Tansan is refreshing, and, by reason of its native qualities, it excites the appetite and stimulates the nutritive functions. It is permanently palatable without being laxative, and it eliminates from the problem of life the ailments attributable to the liver and kidneys.

The supply is inexhaustible, being an even flow, entirely independent of surface conditions of a wet or dry season, and there will never be necessity nor excuse for the artificial magnification of Tansan, so that it will be forever free from the obnoxious taste peculiar to all salted and fabricated waters. Visitors to the Spring find the entire plant open to inspection—there is nothing to conceal.

TANSAN conduces to vigorous Health. It is Less Oily than a Restorative. DRINK TANSAN.

THE CLIFFORD-WILKINSON

TANSAN MINERAL WATER Co., Ltd.

KOBE, JAPAN.

BEWARE OF 8 GUS IMITATIONS!!!

The only genuine Tansan bears

the name of J. Clifford-Wilkinson

on the label.

SOLE AGENTS:

BY TELEGRAPH.

STORM AT SHANGHAI.

TORRENTIAL RAIN.

(From Our Correspondent.)

Shanghai, July 5.

A severe thunderstorm has occurred here accompanied by torrential rain.

Considerable damage has been done to property, and there has been some loss of life.

A telephone repairer was killed whilst at work on a wire.

THE CHIKIANG REBELS.

MAGISTRATE KILLED.

Imperial Troops Engaged.

(Chinese Mail's Service.)

HANGCHOW, July 4.

The Magistrate of Sien Siang is reported to have been killed in conflict with the rebels, owing to the absence of the Imperial troops.

The latter have since arrived and are now engaging the rebels.

TSIN-KIANG RAILWAY.

BUILDING BY CHINESE.

(Chinese Mail's Service.)

Peking, July 4.

The Peking Government has appointed Sun Po Ki to take over the construction of the Tsin-Kiang Railway.

The same official has been ordered to open negotiations with Great Britain and Germany with a view to arranging for the construction of the line by Chinese.

THAT SUMMING UP.

The End at Last.

In the Supreme Court this morning His Lordship the Chief Justice (Sir Francis Piggott) again referred to the irregularity with regard to the filing of different copies of his summing up in the Wong Ka Cheung case. A solicitor had called upon him, he said, and had given him very full and frank information. There was much to be regretted in what had occurred but the solicitor had expressly disavowed the inference which was drawn from the filing of the different versions. The Chief Justice therefore, very frankly, accepted the full explanation, and, with the concurrence of the Puisne Judge, directed that the portion of his judgment given yesterday which disallowed the costs be recalled.

BELLIOS PUBLIC SCHOOL.

Prize Giving.

In connection with the recent visit of Mr. R. E. Bellios, and his generous offer of a set of prizes for the best compositions sent in by the different classes at the School, an examination has just been held by the Inspector of Schools, and awards have been made as follows:—

- 1st Class:—Wan Shuk Ching and Louis Grace Abong.—A volume entitled "From Cradle to Crown," by J. E. Vincent.
- 2nd Class:—Flora Maria Rosario.—"Great Pictures in Private Galleries," published by Cassell & Co.
- 3rd Class:—Kwan Yin Yau.—"From Cradle to Crown."
- 4th Class:—Chau Fung Wa.—"Pictures by Lucy Kemp Welch 'In the Open Country.'"
- 5th Class:—Phyllis Mabel Mooney.—"Pictures by Modern Painters," by I. R. Miller.

Mr. Irving this morning handed the beautiful volumes to the prize takers, and congratulated them on their success. A vote of thanks to him for presiding, concluded the proceedings.

EXCURSION TO MANCHURIA.

Newspaper Enterprise.

The Asahi newspaper in Tokyo and Osaka have an enterprising scheme in view—a mammoth excursion to Korea and Manchuria. The "Rosetta-maru" (late E. & O. "Rosetta") has been chartered, and will leave Yokohama on July 27 for a cruise lasting about thirty days. The vessel will call at Kobe, Kure, Moji, Nagasaki, Beppu, Fukuoka, Matsuyama, Taipei, Port Arthur, and passengers will be allowed to visit Seoul, Mukden, Liao-yang, and other places. The fares, exclusive of charges for food, are Yen 60, Yen 45, Yen 30, and Yen 15, while the Manchurian authorities have agreed to reduce the railway fares to one-third. The "Rosetta" is a first-class vessel, 70 feet, 29 tons, 76 third, and 300 fourth class.

A TRADE MARK DISPUTE.

"Po Wai" Watches.

In the Original Jurisdiction of the Supreme Court this morning, before His Lordship, Sir Francis Piggott (Chief Justice) an action against Messrs Ullmann and Company was commenced by Messrs Caesar Leuba and Charles Leuba.

Mr M. W. Slade (instructed by Mr John Hastings) appeared for the plaintiffs, defendants being represented by Messrs E. H. Sharp, K. C., and H. G. Calhoun (instructed by Mr C. D. Wilkinson).

The statement of claim set forth that the plaintiffs were watchmakers in Switzerland and exported to China, their trademarks being the Chinese characters "Po Wai" and "Yee-ma" (or "Ina") combined with various devices, each combination forming a separate trade mark. In 1893 the defendants registered in Bern, Switzerland, two trademarks in which the Chinese characters for "Po Wai" and "Yee-ma" (or "Ina") were combined with another device and different border. This was not brought to the notice of plaintiffs for some considerable time. The action commenced to-day was for an injunction to restrain the defendants from infringing the plaintiffs' trade marks; for an account of the profits of the defendants made in selling watches not of the plaintiffs' manufacture sold under the devices aforementioned; and an inquiry as to the damages suffered by reason of the defendants passing off watches not of the plaintiffs' manufacture as "Po Wai" watches; and an order for the defendants to deliver up to the plaintiffs all watches not of the plaintiffs' manufacture in the defendants' possession marked with any of the devices referred to, all price lists, copies of invoices, advertisements and other documents and all advertising notices in the defendants' possession bearing the words "Ina" or "Po Wai" for the purpose of being destroyed.

Defendants denied that the trade marks were the property of the plaintiffs or were properly registered; that the marks were not used by the plaintiffs prior to 1875; that plaintiffs had registered their trademarks in Hongkong. They affirmed that the word "Yee-ma" (or "Ina") was common to the trade in China and that it was registered in Hongkong by Courroisier Freres in 1880. The defendants further denied that they had sold or caused to be sold watches not of the plaintiffs' manufacture as the plaintiffs', and made no profit thereby.

After reading the statements of claim and defence Mr Slade submitted that the following questions would have to be decided by the Chief Justice:—(1) Whether the marks were trade marks, either alone or in combination with a border; (2) whether the plaintiffs were properly registered in respect to such marks; (3) whether the plaintiffs or their predecessors used such marks prior to 13 August, 1875; (4) whether the plaintiffs' watches so marked were known as "Po Wai" or "Ina" watches; (5) whether the characters comprising the "Po Wai" registered by the defendants in Bern in 1893 materially differed from the plaintiffs' "Po Wai" marks; (6) whether the plaintiffs prior to these proceedings complained of the registration at Bern; (7) whether the defendants had in recent years sold watches bearing the "Po Wai" marks; (8) whether the plaintiffs were aware that the defendants had sold for many years past watches marked "Ina," and with a scalloped circular border without any character; (9) whether the mark "Ina" was known to the trade of China with or without a border; (10) whether the scalloped border and azure were known to the trade; (11) whether the plaintiffs acquiesced in the infringement of their rights in (a) a scalloped border and azure and (b) "Ina"; (12) whether the defendants' "Ina" and "Po Wai" marks were infringements of the plaintiffs' marks, or so closely resembling as to be calculated to deceive; (13) whether the defendants had put the circular border and azure on inferior watches in such a manner and place as to render it very easy for fraudulent persons to insert the character "Po Wai".

The case had not concluded when we went to press.

On receipt of the news, Viscount Yuan Shih-kai at once wired to the Major-General commanding the Cheng-ching military district to send troops to restore order.

France is the greatest wine producing country in the world, with Italy and Spain second and third respectively.

CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.

THE great success of this preparation in the relief and cure of bowel complaints has brought it into almost universal use. It never fails, and when reduced with water and sweetened is pleasant to take. It is equally valuable for children and adults, and is the only remedy that will cure cholera, diarrhoea. Every bottle is warranted. For sale by all chemists and storekeepers.

THE Government Analyst reports that the water is of excellent quality.

W. CHAMBERLAIN, Water Authority.

THE INTERPORT SHIELD.

We have to acknowledge receipt of \$50, towards the fund for the purchase of an Interport Rifle Shield, from the Victoria Recreation Club. This donation brings the total in hand to \$220, but there is still \$280 to collect before Hon. Kong will have met her share of the cost. If the other sporting clubs in the Colony follow the V. R. C.'s lead the total will be materially swelled.

Subscriptions so far are:—

China Mail	...	\$5
Vol. Rifle Assn	...	25
E. W. Mitchell	...	10
Sir Matthew Nathan	...	50
Hongkong Vol. Troop	...	35
Victoria Recreation Club	...	50
Total	...	\$220

CHINA'S ARMY.

From Norwegian papers just to hand the Shanghai Mercury learns that the Chinese travelling High Commissioners during their visits at Christiania, engaged a number of Norwegian officers for the Imperial Chinese Army. These officers will arrive in China in the autumn. This indicates that although Norway is a small country with but a small military force, the efficiency of her officers is regarded as very high, Norway's pre-eminence in the invention of modern arms is specially recognized. The Krag-Jorgensen rifle, originated in Norway.

The Chinese Commissioners were present at trials of a still later Norwegian rifle, known as Fjeldland's automatic gun, which rifle has won the admiration and confidence of all expert authorities and it is predicted it will be adopted in many countries.

Norway's efficiency in artillery is especially noted, and it is stated that a number of the officers engaged by China belong to this branch of the service.

THE WATER SUPPLY.

The Hon. Mr. W. Chatham, Water Authority, sends us the following particulars of the Level and Storage of Water in Reservoirs on the 1st July, 1906:—

1905.	1906.
1905. 5 ft. 0 in. below overflow	1906. 5 ft. 0 in. below overflow
1905. 11 ft. 12 in. below overflow	1906. 11 ft. 12 in. below overflow
1905. 19 ft. 6 in. below overflow	1906. 19 ft. 6 in. below overflow
1905. 27 ft. 6 in. below overflow	1906. 27 ft. 6 in. below overflow
1905. 35 ft. 6 in. below overflow	1906. 35 ft. 6 in. below overflow
1905. 43 ft. 6 in. below overflow	1906. 43 ft. 6 in. below overflow
1905. 51 ft. 6 in. below overflow	1906. 51 ft. 6 in. below overflow
1905. 59 ft. 6 in. below overflow	1906. 59 ft. 6 in. below overflow
1905. 67 ft. 6 in. below overflow	1906. 67 ft. 6 in. below overflow
1905. 75 ft. 6 in. below overflow	1906. 75 ft. 6 in. below overflow
1905. 83 ft. 6 in. below overflow	1906. 83 ft. 6 in. below overflow
1905. 91 ft. 6 in. below overflow	1906. 91 ft. 6 in. below overflow
1905. 99 ft. 6 in. below overflow	1906. 99 ft. 6 in. below overflow
1905. 107 ft. 6 in. below overflow	1906. 107 ft. 6 in. below overflow
1905. 115 ft. 6 in. below overflow	1906. 115 ft. 6 in. below overflow
1905. 123 ft. 6 in. below overflow	1906. 123 ft. 6 in. below overflow
1905. 131 ft. 6 in. below overflow	1906. 131 ft. 6 in. below overflow
1905. 139 ft. 6 in. below overflow	1906. 139 ft. 6 in. below overflow
1905. 147 ft. 6 in. below overflow	1906. 147 ft. 6 in. below overflow
1905. 155 ft. 6 in. below overflow	1906. 155 ft. 6 in. below overflow
1905. 163 ft. 6 in. below overflow	1906. 163 ft. 6 in. below overflow
1905. 171 ft. 6 in. below overflow	1906. 171 ft. 6 in. below overflow
1905. 179 ft. 6 in. below overflow	1906. 179 ft. 6 in. below overflow
1905. 187 ft. 6 in. below overflow	1906. 187 ft. 6 in. below overflow
1905. 195 ft. 6 in. below overflow	1906. 195 ft. 6 in. below overflow
1905. 203 ft. 6 in. below overflow	1906. 203 ft. 6 in. below overflow
1905. 211 ft. 6 in. below overflow	1906. 211 ft. 6 in. below overflow
1905. 219 ft. 6 in. below overflow	1906. 219 ft. 6 in. below overflow
1905. 227 ft. 6 in. below overflow	1906. 227 ft. 6 in. below overflow
1905. 235 ft. 6 in. below overflow	1906. 235 ft. 6 in. below overflow
1905. 243 ft. 6 in. below overflow	1906. 243 ft. 6 in. below overflow
1905. 251 ft. 6 in. below overflow	1906. 251 ft. 6 in. below overflow
1905. 259 ft. 6 in. below overflow	1906. 259 ft. 6 in. below overflow
1905. 267 ft. 6 in. below overflow	1906. 267 ft. 6 in. below overflow
1905. 275 ft. 6 in. below overflow	1906. 275 ft. 6 in. below overflow
1905. 283 ft. 6 in. below overflow	1906. 283 ft. 6 in. below overflow
1905. 291 ft. 6 in. below overflow	1906. 291 ft. 6 in. below overflow
1905. 299 ft. 6 in. below overflow	1906. 299 ft. 6 in. below overflow
1905. 307 ft. 6 in. below overflow	1906. 307 ft. 6 in. below overflow
1905. 315 ft. 6 in. below overflow	1906. 315 ft. 6 in. below overflow
1905. 323 ft. 6 in. below overflow	1906. 323 ft. 6 in. below overflow
1905. 331 ft. 6 in. below overflow	1906. 331 ft. 6 in. below overflow
1905. 339 ft. 6 in. below overflow	1906. 339 ft. 6 in. below overflow
1905. 347 ft. 6 in. below overflow	1906. 347 ft. 6 in. below overflow
1905. 355 ft. 6 in. below overflow	1906. 355 ft. 6 in. below overflow
1905. 363 ft. 6 in. below overflow	1906. 363 ft. 6 in. below overflow
1905. 371 ft. 6 in. below overflow	1906. 371 ft. 6 in. below overflow
1905. 379 ft. 6 in. below overflow	1906. 379 ft. 6 in. below overflow
1905. 387 ft. 6 in. below overflow	1906. 387 ft. 6 in. below overflow
1905. 395 ft. 6 in. below overflow	1906. 395 ft. 6 in. below overflow
1905. 403 ft. 6 in. below overflow	1906. 403 ft. 6 in. below overflow
1905. 411 ft. 6 in. below overflow	1906. 411 ft. 6 in. below overflow
1905. 419 ft. 6 in. below overflow	1906. 419 ft. 6 in. below overflow
1905. 427 ft. 6 in. below overflow	1906. 427 ft. 6 in. below overflow
1905. 435 ft. 6 in. below overflow	1906. 435 ft. 6 in. below overflow
1905. 443 ft. 6 in. below overflow	1906. 443 ft. 6 in. below overflow
1905. 451 ft. 6 in. below overflow	1906. 451 ft. 6 in. below overflow
1905. 459 ft. 6 in. below overflow	1906. 459 ft. 6 in. below overflow
1905. 467 ft. 6 in. below overflow	1906. 467 ft. 6 in. below overflow
1905. 475 ft. 6 in. below overflow	1906. 475 ft. 6 in. below overflow
1905. 483 ft. 6 in. below overflow	1906. 483 ft. 6 in. below overflow
1905. 491 ft. 6 in. below overflow	1906. 491 ft. 6 in. below overflow
1905. 499 ft. 6 in. below overflow	1906. 499 ft. 6 in. below overflow
1905. 507 ft. 6 in. below overflow	1906. 507 ft. 6 in. below overflow
1905. 515 ft. 6 in. below overflow	1906. 515 ft. 6 in. below overflow
1905. 523 ft. 6 in. below overflow	1906. 523 ft. 6 in. below overflow
1905. 531 ft. 6 in. below overflow	1906. 531 ft. 6 in. below overflow
1905. 539 ft. 6 in. below overflow	1906. 539 ft. 6 in. below overflow
1905. 547 ft. 6 in. below overflow	1906. 547 ft. 6 in. below overflow
1905. 555 ft. 6 in. below overflow	1906. 555 ft. 6 in. below overflow
1905. 563 ft. 6 in. below overflow	1906. 563 ft. 6 in. below overflow
1905. 571 ft. 6 in. below overflow	1906. 571 ft. 6 in. below overflow
1905. 579 ft. 6 in. below overflow	1906. 579 ft. 6 in. below overflow
1905. 587 ft. 6 in. below overflow	1906. 587 ft. 6 in. below overflow
1905. 595 ft. 6 in. below overflow	1906. 595 ft. 6 in. below overflow
1905. 603 ft. 6 in. below overflow	1906. 603 ft. 6 in. below overflow
1905. 611 ft. 6 in. below overflow	1906. 611 ft. 6 in. below overflow
1905. 619 ft. 6 in. below overflow	1906. 619 ft. 6 in. below overflow
1905. 627 ft. 6 in. below overflow	1906. 627 ft. 6 in. below overflow
1905. 635 ft. 6 in. below overflow	1906. 635 ft. 6 in. below overflow
1905. 643 ft. 6 in. below overflow	1906. 643 ft. 6 in. below overflow
1905. 651 ft. 6 in. below overflow	1906. 651 ft. 6 in. below overflow
1905. 659 ft. 6 in. below overflow	1906. 659 ft. 6 in. below overflow
1905. 667 ft. 6 in. below overflow	1906. 667 ft. 6 in. below overflow
1905. 675 ft. 6 in. below overflow	1906. 675 ft. 6 in. below overflow
1905. 683 ft. 6 in. below overflow	1906. 683 ft. 6 in. below overflow
1905. 691 ft. 6 in. below overflow	1906. 691 ft. 6 in. below overflow
1905. 699 ft. 6 in. below overflow	1906. 699 ft. 6 in. below overflow
1905. 707 ft. 6 in. below overflow	1906. 707 ft. 6 in. below overflow
1905. 715 ft. 6 in. below overflow	1906. 715 ft. 6 in. below overflow
1905. 723 ft. 6 in. below overflow	1906. 723 ft. 6 in. below overflow
1905. 731 ft. 6 in. below overflow	1906. 731 ft. 6 in. below overflow
1905. 739 ft. 6 in. below overflow	1906. 739 ft. 6 in. below overflow
1905. 747 ft. 6 in. below overflow	1906. 747 ft. 6 in. below overflow
1905. 755 ft. 6 in. below overflow	1906. 755 ft. 6 in. below overflow
1905. 763 ft. 6 in. below overflow	1906. 763 ft. 6 in. below overflow
1905. 771 ft. 6 in. below overflow	1906. 771 ft. 6 in. below overflow
1905. 779 ft. 6 in. below overflow	1906. 779 ft. 6 in. below overflow
1905. 787 ft. 6 in. below overflow	1906. 787 ft. 6 in. below overflow
1905. 795 ft. 6 in. below overflow	1906. 795 ft. 6 in. below overflow
1905. 803 ft. 6 in. below overflow	1906. 803 ft. 6 in. below overflow
1905. 811 ft. 6 in. below overflow	1906. 811 ft. 6 in. below overflow
1905. 819 ft. 6 in. below overflow	1906. 819 ft. 6 in. below overflow
1905. 827 ft. 6 in. below overflow	1906. 827 ft. 6 in. below overflow
1905. 835 ft. 6 in. below overflow	1906. 835 ft. 6 in. below overflow
1905. 843 ft. 6 in. below overflow	1906. 843 ft. 6 in. below overflow
1905. 851 ft. 6 in. below overflow	1906. 851 ft. 6 in. below overflow
1905. 859 ft. 6 in. below overflow	1906. 859 ft. 6 in. below overflow
1905. 867 ft. 6 in. below overflow	1906. 867 ft. 6 in. below overflow
1905. 875 ft. 6 in. below overflow	1906. 875 ft. 6 in. below overflow
1905. 883 ft. 6 in. below overflow	1906. 883 ft. 6 in. below overflow
1905. 891 ft. 6 in. below overflow	1906. 891 ft. 6 in. below overflow
1905. 899 ft. 6 in. below overflow	1906. 899 ft. 6 in. below overflow
1905. 907 ft. 6 in. below overflow	1906. 907 ft. 6 in. below overflow
1905. 915 ft. 6 in. below overflow	1906. 915 ft. 6 in. below overflow
1905. 923 ft. 6 in. below overflow	1906. 923 ft. 6 in. below overflow
1905. 931 ft. 6 in. below overflow	1906. 931 ft. 6 in. below overflow
1905. 939 ft. 6 in. below overflow	1906. 939 ft. 6 in. below overflow
1905. 947 ft. 6 in. below overflow	1906. 947 ft. 6 in. below overflow
1905. 955 ft. 6 in. below overflow	1906. 955 ft. 6 in. below overflow
1905. 963 ft. 6 in. below overflow	1906. 963 ft. 6 in. below overflow
1905. 971 ft. 6 in. below overflow	1906. 971 ft. 6 in. below overflow
1905. 979 ft. 6 in. below overflow	1906. 979 ft. 6 in. below overflow
1905. 987 ft. 6 in. below overflow	1906. 987 ft. 6 in. below overflow
1905. 995 ft. 6 in. below overflow	1906. 995 ft. 6 in. below overflow
1905. 1003 ft. 6 in. below overflow	1906. 1003 ft. 6 in. below overflow
1905. 1011 ft. 6 in. below overflow	1906. 1011 ft. 6 in. below overflow
1905. 1019 ft. 6 in. below overflow	1906. 1019 ft. 6 in. below overflow
1905. 1027 ft. 6 in. below overflow	1906. 1027 ft. 6 in. below overflow
1905. 1035 ft. 6 in. below overflow	1906. 1035 ft. 6 in. below overflow
1905. 1043 ft. 6 in. below overflow	1906. 1043 ft. 6 in. below overflow
1905. 1051 ft. 6 in. below overflow	1906. 1051 ft. 6 in. below overflow
1905. 1059 ft. 6 in. below overflow	1906. 1059 ft. 6 in. below overflow
1905. 1067 ft. 6 in. below overflow	1906. 1067 ft. 6 in. below overflow
1905. 1075 ft. 6 in. below overflow	1906. 1075 ft. 6 in. below overflow
1905. 1083 ft. 6 in. below overflow	1906. 1083 ft. 6 in. below overflow
1905. 1091 ft. 6 in. below overflow	1906. 1091 ft. 6 in. below overflow
1905. 1099 ft. 6 in. below overflow	1906. 1099 ft. 6 in. below overflow
1905. 1107 ft. 6 in. below overflow	1906. 1107 ft. 6 in. below overflow
1905. 1115 ft. 6 in. below overflow	1906. 1115 ft. 6 in. below overflow
1905. 1123 ft. 6 in. below overflow	1906. 1123 ft. 6 in. below overflow
1905. 1131 ft. 6 in. below overflow	1906. 1131 ft. 6 in. below overflow
1905. 1139 ft. 6 in. below overflow	1906. 1139 ft. 6 in. below overflow
1905. 1147 ft. 6 in. below overflow	1906. 1147 ft. 6 in. below overflow
1905. 1155 ft. 6 in. below overflow	1906. 1155 ft. 6 in. below overflow
1905. 1163 ft. 6 in. below overflow	1906. 1163 ft. 6 in. below overflow
1905. 1171 ft. 6 in. below overflow	1906. 1171 ft. 6 in. below overflow
1905. 1179 ft. 6 in. below overflow	1906. 1179 ft. 6 in. below overflow
1905. 1187 ft. 6 in. below overflow	1906. 1187 ft. 6 in. below overflow
1905. 1195 ft. 6 in. below overflow	1906. 1195 ft. 6 in. below overflow
1905. 1203 ft. 6 in. below overflow	1906. 1203 ft. 6 in. below overflow
1905. 1211 ft. 6 in. below overflow	1906. 1211 ft. 6 in. below overflow
1905. 1219 ft. 6 in. below overflow	1906. 1219 ft. 6 in. below overflow
1905. 1227 ft. 6 in. below overflow	1906. 1227 ft. 6 in. below overflow
1905. 1235 ft. 6 in. below overflow	1906. 1235 ft. 6 in. below overflow
1905. 1243 ft. 6 in. below overflow	1906. 1243 ft. 6 in. below overflow
1905. 1251 ft. 6 in. below overflow	1906. 1251 ft.

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

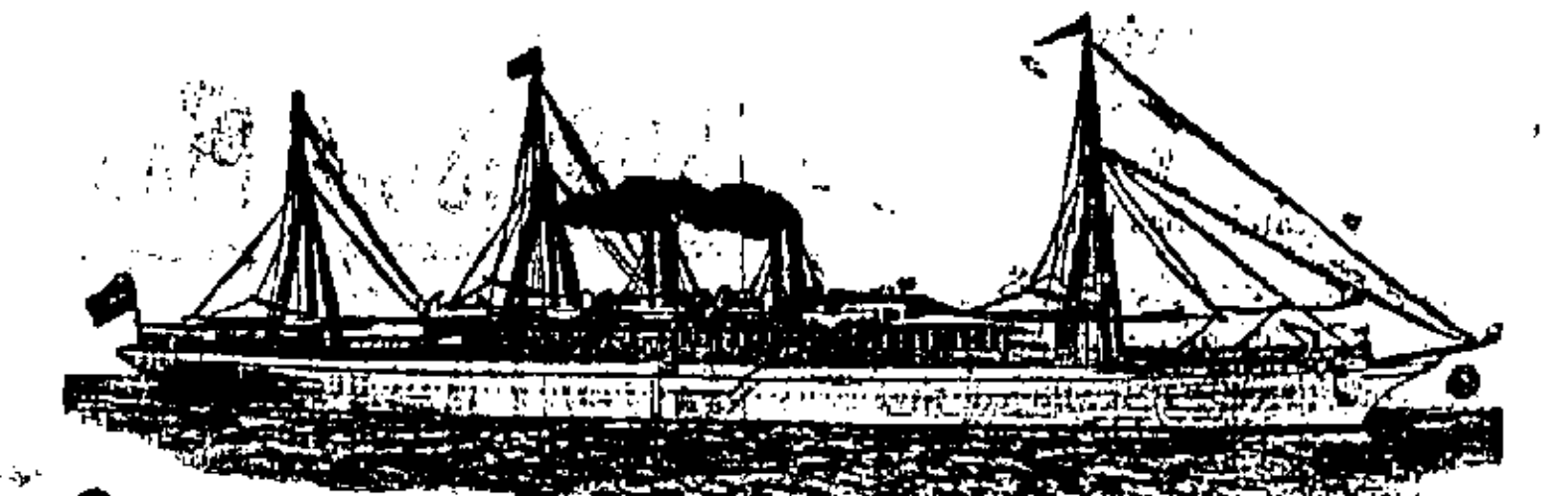
WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

DATE	STEAMERS	TO SAIL ON	REMARKS
YOKOHAMA, via SHAL, NUBIA	About 8th July	Freight and Passage.
MOI and KOBE	F. J. Fox	July	
SPANGHAI	DELHI, 8000 tons	About 12th July	Freight and Passage.
	J. D. Andrews, S.S.	July	
LONDON, via	DELTA, 8000 tons	Noon, 14th July	See Special Advertisement.
	C. I. Daniel	July	

P. & O. S. N. Co.'s Office.

E. A. HEWETT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.
The only line that maintains a Regular Schedule of 12 Days across the Pacific to the EMPRESS LINE. Service 3 to 7 Days Ocean Travel to 10 Days YOKOHAMA to VANCOUVER.

STEAMERS	TO SAIL ON	REMARKS
EMPRESS OF JAPAN	6000 Tons, Wednesday, July 11	Aug. 1
EMPRESS OF CHINA	6000 Tons, Wednesday, July 18	Aug. 11
EMPRESS OF INDIA	6000 Tons, Wednesday, Aug. 8	Sept. 1
EMPRESS OF AUSTRALIA	6000 Tons, Wednesday, Aug. 22	Sept. 12

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.
Through to London, 1st Class, via St. Lawrence 260, via New York 282, Intermediate on Steamers, £40, £42, £44, £46, £48, £50, £52, £54, £56, £58, £60, £62, £64, £66, £68, £70, £72, £74, £76, £78, £80, £82, £84, £86, £88, £90, £92, £94, £96, £98, £100.
R.M.S. MONTAGUE, TARTAR and ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that Class. Passengers booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, 100, Queen Street, Hong Kong, Opposite Biko's.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSHALLS, LONDON	KAMAKURA MARU, Tons 6,126, Capt. H. Fraser	FRIDAY, 13th July, at Daylight.
AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	IYO MARU, Tons 6,320, KANAGAWA MARU, Tons 6,169	WEDNESDAY, 26th July, at Daylight.
VICTORIA, B.C., AND SEATTLE, WASH., Via KEELUNG, SHANGHAI, MOI, KOBE AND YOKOHAMA.	TOSA MARU, Tons 5,823, AKI MARU, Tons 6,444	MONDAY, 9th July, at 4 p.m.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, COOKTOWN, VILLAGE AND BRISBANE.	KUMANO MARU, Tons 5,076, Capt. W. Hunter, YAWATA MARU, Tons 5,817, Capt. W. Townsend	FRIDAY, 13th July, at 4 p.m.
BOMBAY, Via SINGAPORE AND COLOMBO.	BOMBAY MARU, Tons 6,626	TUESDAY, 17th July, at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships

MINNESOTA DAKOTA

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

STEAMERS	TO SAIL ON	REMARKS
DAKOTA, Captain E. FRANK	On SATURDAY, 21st JULY, at Noon.	
MINNESOTA, Captain J. H. RINDER	On FRIDAY, 7th SEPT, at Noon.	

Direct connections at Seattle with Great Northern and Northern Pacific Steamship Lines for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent.
Direct connections at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.
LUXURIOUS PASSENGER ACCOMMODATIONS—Saloon and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.
Twin-Pass Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.
For convenience of service cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.
For full information regarding freight or passage apply to NIPPON YUSEN KAISHA Agents.

NIPPON YUSEN KAISHA Agents.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	LAERTES	12th July.
GLASGOW AND LIVERPOOL	POLYTHEMOS	19th "
GLASGOW AND LIVERPOOL	ACHILLES	26th "
GLASGOW AND LIVERPOOL	ALCIBIADES	2nd August.
GLASGOW AND LIVERPOOL	TELEMACHUS	9th "
GLASGOW AND LIVERPOOL	PELEUS	16th "
GLASGOW AND LIVERPOOL	CHING WO	23rd "

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	17th July.
* GENOA, MARSEILLES & LIVERPOOL	TEUCER	24th "
LONDON, AMSTERDAM & ANTWERP	PING SUY	31st "
LONDON, AMSTERDAM & ANTWERP	OMISES	14th August.
* GENOA, MARSEILLES & LIVERPOOL	TYDEUS	21st "
LONDON, AMSTERDAM & ANTWERP	ACHILLES	28th "
HAVRE, ROTTERDAM & LIVERPOOL	ALCIBIADES	5th "

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all OCEANIC	TELEMACHUS	6th July.
PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	TELEMACHUS	4th August.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA AND PACIFIC COAST	TYDEUS	14th July.
	TYDEUS	16th August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
CEBU & LOILO	SUNGKANG	8th July.
OREPOO & NEWCHWANG	KWYANG	7th July.
MANILA	TAMING	10th July.
SHANGHAI	Yochow	19th July.
SWATOW, WEI-HAI-WEI, CHEFOO	HUICHOW	12th July.
AND TIENSIN		
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHIKOZU	18th July.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light Unrivalled Table. A duly qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon staterooms, Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
RUBI	2540	R. Almond	Manila Direct.	SATURDAY, 7th July, at 12 o'clock Noon.
ZAFIRO	2540	R. Rodger	Manila Direct.	14th July, at 12 o'clock Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT THE MALABAR COAST).

STEAMERS	TO SAIL
S.S. ANGLO SAXON	About 10th July, 1906.
S.S. JOHN HARDIE	About 20th August, 1906.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

GLEN LINE OF STEAMERS. FOR LONDON AND ANTWERP.
THE Steamship GLENESK, Captain J. RAYFORD, will be despatched as above on or about FRIDAY, the 10th July.
For Freight and Passage, apply to McBRIDGERS & GOW, Agents.

THE ORIENTAL PACIFIC LINE. FOR YOKOHAMA AND SAN FRANCISCO.
THE Steamship DAKOTA, will be despatched for the above ports on or about FRIDAY, the 10th of August.
For freight and further particulars, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, June 16, 1906. 124
Hongkong, June 28, 1906. 1302

Shipping.

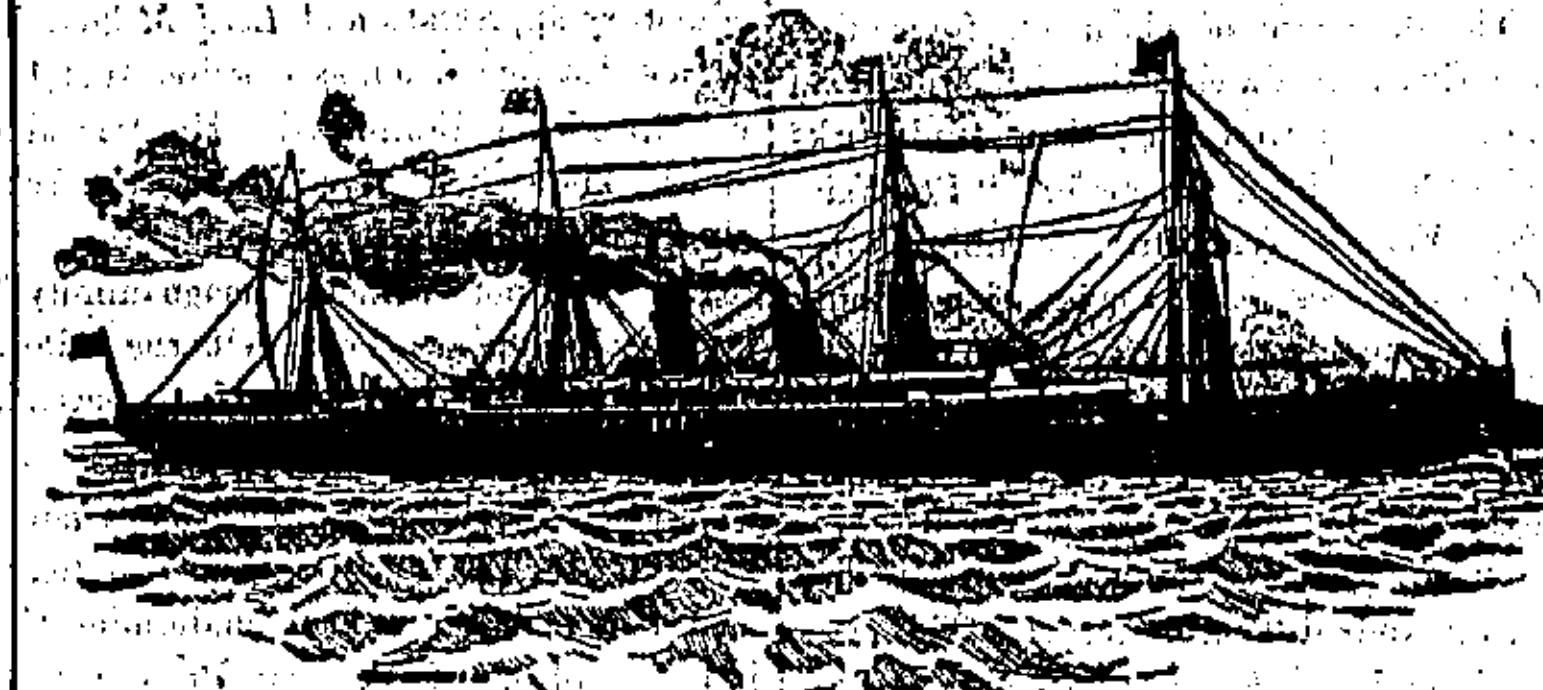
PACIFIC MAIL S.S. CO.

OCCIDENTAL AND ORIENTAL S.S. CO.

TOYO KISEN KAISHA.

U.S. MAIL LINES.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, ONAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)	TO SAIL
MANHURIA, 27,000 Gross Tons	FRIDAY, 6th July, at Noon.
* MANHURIA, 27,000 Gross Tons	TUESDAY, 17th July, at Noon.
* KOREA, 18,000	TUESDAY, 24th July, at Noon.
* KOREA, 18,000	FRIDAY, 27th July, at Noon.
* SIBERIA, 18,000	FRIDAY, 3rd Aug., at Noon.
* AMERICA MARU, 11,000	at Noon.
* MONGOLIA, 27,000	TUESDAY, at Noon.
* CHINA, 10,200	TUESDAY, at Noon.
* NIPPON MARU, 11,000	TUESDAY, at Noon.
* DORO, 9,500	TUESDAY, at Noon.

RECORD FAST TRIPS.

Yokohama to San Francisco, S.S. KOREA, 18,000 tons. September 15-23rd 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, S.S. SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 18 hours.

San Francisco to Yokohama, S.S. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905; 13 days, 13 hours.

Yokohama to San Francisco, S.S. SIBERIA, 18,000 tons. Oct. 13th to 23rd, 1905; 10 days, 10 hours and 29 minutes.

THE P. M. Steamship MANHURIA will be despatched for SAN FRANCISCO, via MANHURIA, AMOY, SHANGHAI, NAGASAKI (INLAND SEA), KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 6th July, 1906, at Noon, taking cargo for Japan and the United States.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captains	To SAIL ON
NOMANTIA	4370	FELTMANN	July 11, at Noon.
ARABIA	4483	MEYERHOF	Aug. 14, at Daylight.
ARAGONIA	5198	ERST	Sept. 5, at Daylight.
NICOMEDIA	4370	G. MEYER	Sept. 16, at Daylight.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENSIN	CHEONGSHING	THURSDAY, July 5, at 4 p.m.
SINGAPORE, PENANG, AND CALCUTTA	LAISANG	FRIDAY, July 6, at 3 p.m.
MANILA	YUENSANG	FRIDAY, July 6, at 4 p.m.

* These Steamers have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Chefoo, Tiensin, Newchwang and Yangtze Ports.
Taking Cargo on through Bills of Lading to Lahad Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

JARDINE, MATHESON & CO., General Managers.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA, VIA MOI, KOBE AND YOKOHAMA.

STEAMERS	Tons	Captains	To SAIL
SEAWAY	9608	E. V. Roberts	27th July.
TREMONT	9608	T. W. Garlick	22nd Aug.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw, S.S. Seaway and Tremont are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels enables them to carry a large cargo. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For Freight and further information, apply to

DODWELL & CO., Limited, GENERAL AGENTS.

100, QUEEN'S BUILDINGS.

Hongkong, July 4, 1906. 1241

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCOW.

THE Company's Steamship

HAIMUN.

Captain A. J. ROSSON, will be despatched for the above ports on SUNDAY, the 8th July, at 10 a.m.
For Freight or Passage, apply to DOUGLAS, LAIRDALE & CO., General Managers.

Hongkong, July 4, 1906. 1315

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship ARMAND BEHIO, Captain BAILLOU, will be despatched for the above ports on or about MONDAY, the 9th July, at 10 a.m.

G. DE CHAMPEAUX, Agent.

Hongkong, July 2, 1906. 1328

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SINGAPORE, BATAVIA, SOERABAYA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

TOURNAI.

Captain CHANU, will be despatched for MARSEILLES on TUESDAY, the 10th July, 1906, at 10 a.m.

Passage Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transportation at Colombo.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—

S.S. TONKIN, July 24, 1906.

S.S. ARMAND BEHIO, Aug. 21, 1906.

S.S. ERNEST SIMONS, Aug. 21, 1906.

S.S. GAZDAR, Sept. 4, 1906.

S.S. POLYTHEMOS, Sept. 1, 1906.

G. DE CHAMPEAUX, Agent.

Hongkong, June 27, 1906. 1329

NIPPON YUSEN KAISHA.

HONGKONG, SWATOW, BANGKOK LINE.

FOR BANGKOK, VIA SWATOW.

THE Chartered Steamship KANJU MARU, Captain KANJU, will be despatched as above on or about TUESDAY, the 10th July, at Noon.

To be followed by:—

THE Chartered Steamship PROMETHEUS, Captain CORNELIUSSEN, on or about TUESDAY, 17th July, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Prince's Building.

Hongkong, July 3, 1906. 1339

INDO-CHINA STEAM NAVIGATION CO., LD.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, OCEAN, TIENTSIN, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DELTA, Captain C. I. DANIEL, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 14th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. ZAMBOANGA, 6,555 tons, from Colombo, Passenger accommodation in which vessel is second before departure from Hongkong, and will be transhipped at Colombo into the mail steamer proceeding direct to Manchester and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Himalaya, due in London on the 28th August, 1906.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, June 30, 1906. 1319

AUSTRIAN LLOYDS STEAMSHIP COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, OCEAN, TIENTSIN, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DELTA, Captain C. I. DANIEL, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 14th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. ZAMBOANGA, 6,555 tons, from Colombo, Passenger accommodation in which vessel is second before departure from Hongkong, and will be transhipped at Colombo into the mail steamer proceeding direct to Manchester and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Himalaya, due in London on the 28th August, 1906.

THURSDAY, JULY 5, 1906.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO ROSTON AND NEW YORK.

STEAMERS	Leave to	Connecting Steamers from	Due at	Due at
	HONGKONG	from Colombo to	MARSEILLES (Brindisi 2 days earlier)	PLYMOUTH (London 1 day later)
DELTA	July 14	BRITANNIA	Aug. 12	Aug. 18
DEVANHA	July 23	MOOLTAN	Aug. 23	Aug. 29
MOLDAVIA	Aug. 11	MARMOIRA	Sept. 9	Sept. 15
DELHI	Aug. 23	MAHARAJA	Sept. 23	Sept. 29
DELTA	Sept. 6	MAHARAJA	Oct. 6	Oct. 12
DELTA	Sept. 23	MAHARAJA	Oct. 23	Oct. 29
OCEANA	Oct. 6	INDIA	Nov. 6	Nov. 12
DONGOLA	Oct. 23	MONGOLIA	Nov. 23	Nov. 29
DEVANHA	Nov. 6	BRITANNIA	Dec. 6	Dec. 12
DELHI	Nov. 23	MOOLTAN	Dec. 23	Dec. 29

* The "Oceana" proceed through, and take passengers for MARSEILLES and LONDON without transshipment. Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave to	Due at
	HONGKONG	LONDON
JAPAN	July 18	Sept. 1
SARDINIA	Aug. 1	Sept. 15
NOBIA	Aug. 15	Oct. 1
SUNDA	Aug. 29	Oct. 15
JAVA	Sept. 12	Oct. 28
MANILA	Sept. 26	Nov. 10
NILE	Oct. 10	Nov. 23
PALAWAN	Oct. 24	Dec. 7
SUMATRA	Nov. 7	Dec. 21
SARDINIA	Nov. 21	Jan. 4
NABU	Dec. 5	Jan. 18
BOERNE	Dec. 19	Jan. 31

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

* Carry only First Saloon Passengers.

* Carriage 1st and 2nd Saloon Passengers.

For Passage, Apply to

F. A. HEWETT, Superintendent.

HAMBURG-AMERIKA LINIE.

EAST ASIATIC SERVICE.

HOMELINE.

OUTWARD.

Steamers	Destination	To Sail
SPEZIA	SHANGHAI, YOKOHAMA & KOBE.	9th July.
SAMBIA	SHANGHAI, YOKOHAMA & KOBE.	18th July.
SAXONIA	SHANGHAI, YOKOHAMA & KOBE.	26th July.

HOMEWARD

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORT, in the LEVANT: BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

Steamers	Destination	To Sail
BHENANIA	NAPLES, HAVRE, ANTWERP, BREMEN & HAMBURG.	10th July.
SCHWARZBURG	HAVRE and HAMBURG.	24th July.
ALESIA	via Singapore, Penang & Colombo.	7th Aug.
SPEZIA	HAVRE and HAMBURG.	21st Aug.
SILEBIA	NAPLES, HAVRE and HAMBURG.	4th Sept.

* This steamer, specially built for the tropics, has splendid accommodation for First-class Passengers. Very large, well ventilated cabins, each provided with two beds (no bunk), sofa, table, two wardrobes, two washstands, electric fans; etc., large elegantly furnished Saloons, smoking room, etc.

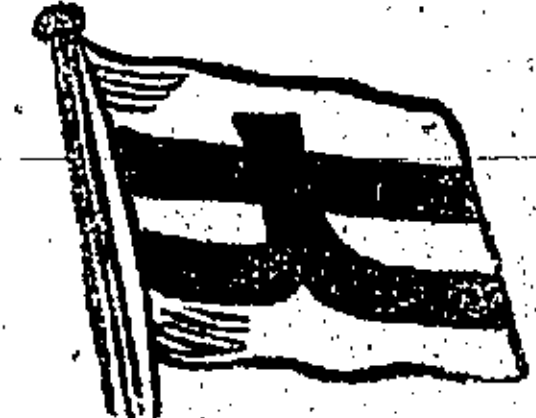
The steamer is lighted throughout by electricity, and carries Doctor and Stewardess.

The "BHENANIA" is to run regular from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by a.s. "HABSBURG", a.s. "HOLSTEIN", "SILEBIA" and "SCANDIA".

COAST SERVICE.

AMBERIA	SINGAPORE AND CALCUTTA.	7th July.	Freight.
DAPHNE	NAGASAKI AND VLADIVOSTOK.	End of July.	Freight & Passengers.
LYEBMOON	NAGASAKI AND VLADIVOSTOK.	About 7th July.	
JTHAKA	SHANGHAI.	About 8th July.	
KOWLOON	SHANGHAI AND CHINKIANG.	To follow.	

For Steamer of the Coast Service marked + to HAMBURG AMERIKA-LINIE, SIEMSEN & CO. HONGKONG OFFICE.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE

BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THE Co.'s S.S.	For	Leaving
MASAN MARU, Capt. T. TAGAMI.	TAMSU, VI SWATOW AND AMOY.	SUNDAY, July 8, at 10 a.m.
SHOSHU MARU, Capt. Nishimura.	SHANGHAI, VI SWATOW, AMOY AND FOOCHOW.	SUNDAY, 8th July, a.m.
MAIDZURU MARU, Capt. J. MENTEN.	ANPING, VI SWATOW, AND AMOY.	WEDNESDAY, 11th July, a.m.
JOSHIN MARU, Capt. T. OKITA.	TAMSU, VI SWATOW, AND AMOY.	SUNDAY, July 15, at 10 a.m.

These Steamers have excellent Accommodation for First-class Passengers and are fitted throughout with Electric Light. Unrivalled Table.

* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, Queen's Building.

T. ARIMA, Manager.

THE CHINA MAIL

Shipping.

IMPERIAL GERMAN MAIL LINES.



NORDDEUTSCHER LLOYD—BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
ROON	WEDNESDAY, 12th July.
SEIDLITZ	WEDNESDAY, 18th July.
BAYERN	WEDNESDAY, 24th July.
PRINZ REGENT LUTFOLD	WEDNESDAY, 1st August.
PRINZ RITTEL FRIEDRICH	WEDNESDAY, 15th August.
SACHSEN	WEDNESDAY, 22nd Sept.
PRINZ HEINRICH	WEDNESDAY, 29th Sept.
ONISENAU	WEDNESDAY, 6th Oct.
PRINZ LUDWIG	WEDNESDAY, 13th Oct.
PRINZESS ALICE	WEDNESDAY, 20th Nov.

ON WEDNESDAY, the 11th day of July, 1906, at Noon, the Steamship ROON, Captain LEWIS, with Mails, Passengers, SPECIE and CARGO, will leave this Port as above, Calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on Monday, the 9th July, Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 10th July, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 10th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed 100 lbs. Net in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Liners can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

To	1st Class	2nd Class	3rd Class
To Naples, Genoa and Gibraltar	\$21.00	\$12.00	\$8.00
To Southampton, London, Bremen and Hamburg	\$65.00	\$44.00	\$24.00
To New York, Suez, Genoa and Gibraltar	\$115.00	\$79.00	\$47.00
Via Bremen or Southampton	\$68.00	\$48.00	\$27.00
Return	\$123.00	\$83.00	\$49.00

In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, the same rates will be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR Via INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co. from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZESS ALICE	TUESDAY, 24th July, 1906.
WILHELM	TUESDAY, 21st Aug.
PRINZ WALDEMAR	TUESDAY, 18th Sept.

ON TUESDAY, the 24th day of July, at Noon, the Steamship PRINZESS ALICE, Captain LEWIS, with Mails, Passengers, and Cargo, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Liners can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

To	1st Class	2nd Class	3rd Class
To MANILA	\$55.00	\$35.00	\$25.00
To SYDNEY	\$115.00	\$75.00	\$45.00
To MELBOURNE	\$135.00	\$85.00	\$55.00
To YOKOHAMA	\$85.00	\$55.00	\$35.00
To KOBE	\$95.00	\$65.00	\$45.00
To YOKOHAMA & back to HONGKONG	\$140.00	\$95.00	\$65.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG

To	1st Class
To Europe via Australia and Colombo by Imperial Mail Steamer	\$27.00
To Europe via Australia and America	\$95.00

(From Australia to New York via Vancouver by the C. P. R. Co.'s steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For STEAMERS ABOUT 1906.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA—PRINZ REGENT LUTFOLD—WEDNESDAY, July 18.

* Reaching Yokohama in less than 6 Days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

via Vancouver or San Francisco to NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:—

To	1st Class
to London via Plymouth or Southampton	\$63.00
to Bremen	\$65.00
to Paris via Cherbourg	\$65.00
to Naples, Genoa, via Gibraltar	\$65.00

Norddeutscher Lloyd.

For further Particulars, apply to

MELOCHERS & CO., Agents.

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Lohang, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. on MONDAY, the 2nd July, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, June 28, 1906.

1306

1306

1306

NOTICES TO CONSIGNEES.

BOSTON TOW BOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP LYRA.

FROM SEATTLE, YOKOHAMA, KOBE, MANILA AND CANTON.

THE above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatsoever.

DODWELL & Co., Ltd., Agents.

Hongkong, June 29, 1906.

1310

Notices to Consignees.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZESS ALICE, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Optum, Trunks and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong & Shanghai Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 p.m. To-day TUESDAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to sale.

All Broken, Chipped and Damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 10th inst., at 9.30 a.m.

All Claims must reach us before the 10th inst., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELOCHERS & CO., Agents.

Hongkong, July 3, 1906.

1344

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZESS ALICE, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Optum, Trunks and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong & Shanghai Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 p.m. To-day TUESDAY.

No Claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 9th inst. will be subject to sale.

All broken, chipped and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, the 9th inst., at 9.30 a.m.

All Claims must reach us before the 10th inst., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELOCHERS & CO., Agents.

Hongkong, July 3, 1906.

1381

Shipping.

REGULAR.

STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALACCA COAST.

Proposed Sailings from Hongkong.

STEAMERS To Sail 1906.

LOWTHER OATLEY. About 25th July.

For Freight and further information, apply to

DODWELL & CO., LTD.

111

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, TIOBE, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship EMPIRE, Captain ST. JOHN O'NEILL, will be despatched for the above Ports on SATURDAY, the 28th July, at Noon.

This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To secure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, July 3, 1906.

1334

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to call at MALACCA COAST.)

THE Steamship JESERIC, Captain THOMSON, will be despatched for the above ports on, or about SATURDAY, the 28th July.

For Freight, apply to ARNOLD, BARBERG & Co., Agents.

Hongkong, July 4, 1906.

1345

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DEFAENA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong & Shanghai Wharf and Godown Company, Limited, Kowloon, where each consignment will be sorted-out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Vessels Advertised as Loading.

WASH DC AGENT D

Bremen, v. Ports of call	Roon (f)	Melchers & Co.	July 11, at Noon.
Bremen, v. Ports of call	Seydlitz (e)	Melchers & Co.	July 18, at Noon.
Bremen, v. Ports of call	Bayera (e)	Arnholdt Karberg & Co.	July 11, at Noon.
Boston & New York	Jessie (e)	Arnholdt Karberg & Co.	About July 28.
Calcutta & Hella	Kianglung (e)	Butterfield & Swire.	July 6.
Chanco & Northwang	Kwasyang (e)	Butterfield & Swire.	July 7.
Chanc. Mare. I. Pool.	Tenour (e)	Butterfield & Swire.	July 20.

Nephes, Havre, H'bu	Rhenania (e).....	Hamburg-Am'ta Linie	July 24.
Havre, Bremen H'bu	Schwarzburg (e).....	Hamburg-Am'ta Linie	July 24.
L'don, Am'dam, A'erp	Prometheus (e).....	Butterfield & Swire	July 27.
L'don, Am'dam, A'erp	Dread Sney (e).....	Butterfield & Swire	July 31.
London, S. C.	Dread (e).....	P. & O. S. N. Co.	July 31, at Noon.
London & Antwerp	Dread (e).....	P. & O. S. N. Co.	About July 15.
London & Antwerp	Japan (e).....	McAlister & Co.	About July 10.
London & Antwerp	Keenak (e).....	McAlister & Co.	About July 10.
Mar., L'don, A'erp, S. C.	Kamakura Maru (e).....	Nippon Yusen Kaisha	July 18, Daylight.
Manila, A'lian Ports	Igo Maru (e).....	Nippon Yusen Kaisha	July 28, Daylight.
Manila, A'lian Ports	Kanagawa Maru (e).....	Nippon Yusen Kaisha	July 28, at 4 p.m.
Manila, A'lian Ports	Chingku (e).....	Butterfield & Swire	July 18.
Manila, A'lian Ports	Prinz Sigismund (e).....	Melchers & Co.	July 23, at Noon.
Manila, A'lian Ports	Empire (e).....	Melchers & Co.	July 23, at Noon.
Manila, A'lian Ports	Tanaka (e).....	McGregory Martinlines	July 10, at 1 p.m.
Manila, A'lian Ports	Tanaka (e).....	Shewan, Tomes & Co.	July 7, at Noon.
Manila, A'lian Ports	Tanaka (e).....	Shewan, Tomes & Co.	July 14, at Noon.

Manila	Yamag (n)	Butterfield & Swire	July 10.
Manila	Lyemson (n)	Jardine, Matheson & Co.	July 6, at 4 p.m.
N'aki & Sueo Canal	Lyemson (n)	Slomason & Co.	About July 7.
New York & West Coast	Lowther Castle (n)	Shaw, Watson & Co.	About July 7.
San Francisco & Japan	Manchuria (n)	Shuman, Tomes & Co.	About July 10.
San Francisco v. Japan	Manchuria (n)	Pacific Mail S.S. Co.	July 6, at Noon.
San Francisco v. Japan	Hongkong Maru (n)	Toyok Kisen Kaisha	July 17, at Noon.
San Francisco v. Japan	Korea (n)	Pacific Mail S.S. Co.	July 24, at Noon.
Spore, Penang & Cebu	Laisang (n)	Jardine, Matheson & Co.	July 6, at 3 p.m.
Spore, Pangasinan & Cebu	Laurel & Apert (n)	Shaw, Watson & Co.	About July 10.
Spore, Pangasinan & Cebu	China (n)	Sander, Wiesen & Co.	August 2, p.m.
Seattle v. S'hai Japan	Dakota (n)	Nippon Yusen Kaisha.	July 21, at Noon.
Spore O'bo. & B'bay	Bombay Maru (n)	Nippon Yusen Kaisha.	July 17, at Noon.
Singapore & Calcutta	Ambrisa (n)	Hamburg-Amerika Linie.	July 7.
S'hai, Kobe & Yaman	Spersa (n)	Hamburg-Amerika Linie.	July 9.
S'hai, Kobe & Yaman	Spersa (n)	Messageries Maritimes	About July 9
S'hai, Kobe & Yaman	Spersa (n)	Hamburg-Amerika Linie.	July 9.

S'hai, N'hi, Kobe, Yma	Prinz Regent Luitpold	Molchers & Co.	About July 18.
Shai, N'hai, Kobe, Yma	vochow (e)	Butterfield & Swire	July 10.
Shai, Moji, Kobe, Yma	Nubia (a)	P. & O. S. N. Co.	About July 8.
Shai, N'hai, Kobe, Yma	Nubia (a)	Butterfield & Swire	About July 12.
Shai, N'hai, Kobe, Yma	Yihaka (b)	Siemssen & Co.	About July 9.
S'hai and Portland, Or	Nunantia (e)	Portland & A. S. Co.	July 11, at Noon
S'hai and Portland, Or	Arabia (e)	Portland & A. S. Co.	Aug. 14, Daylight
S'tow, Amoy & Fingcho	Shoebu Maru (e)	Osaka Shosen Kaisha.	July 8, a.m.
S'tow, Amoy & Fingcho	Shoebu Maru (e)	Osaka Shosen Kaisha.	July 10, a.m.
S'tow, Amoy & Fingcho	Maizuru Maru (e)	Osaka Shosen Kaisha.	July 11, 10 a.m.
S'tow, Amoy & Tamsui	Joshin Maru (e)	Osaka Shosen Kaisha.	July 15, at 10 a.m.
S'tow, Amoy, Foochow	Hainan (e)	Douglas Lapraik & Co.	July 8, at 10 a.m.
Swatow & Bangkok.	Kanjin Maru (e)	Nippon Yusen Kaisha.	July 10, at Noon
S'tow, Ofao & T'sien.	Hutchow (e)	Butterfield & Swire	July 12, at Noon
S'tow, Ofao & T'sien.	Hutchow (e)	Butterfield & Swire	July 12, at Noon
Victoria, B.O. Steamer	Toss Maru (e)	Nippon Yusen Kaisha.	July 9, at 4 p.m.
Victoria, B.O., Tacoma	Shawmut (e)	Dowdell & Co. Limited	July 27.

Insurance Co., Ltd.	20,000	\$	100	20	285, 60
Insurance Co., Ltd.	8,000	\$	250	50	28121

Chambers Dock Co. Ed.,	50,000	50	all	\$150, 2
	12,000	75	85	200

N. Y. Amoy Dock Co., Ltd.	10,000	\$	83	00	\$18, sellers
Shanghai Dock and Eng. Co., Ltd.	65,700	\$	100	00	Tiao 108
STEAMBOAT, WUJ. KRO.					
China and Manille S. S. Co., Ltd.	30,000	\$	81	25	\$20, sellers
Donghai Steamship Co., Limited	20,000	\$	61	all	\$42, buyers
H.K. Co. M. Steamboat Co., Ltd.	30,000	\$	16	16	\$27, sellers
Indo-China S. N. Company, Limited	30,000	\$	10	all	\$76, sellers
Star Ferry Company, Ltd.	10,000	\$	10	10	\$30
Shell Transport & Trading Co. Ltd.	10,000	\$	10	0	\$321
Taken Tug and Light Co., Ltd.	8,600	\$	50	Tia 50	\$77/8 buyers
Tung & Lighter Co., Ltd.	200,000	\$	11a	50	Tia 50
do. Preference.	100,000	\$	50	Tia 50	\$1, 60, sellers
do.					\$12, 50, sellers
SHIPBUILDERS.					
China Sugar Company, Limited	30,000	\$	100	all	\$150, sales & sellers

Buteon Sugar Company Limited.....	7,000	\$ 100	all	\$50, seller.
Perak Sugar Cultivation Co., Ltd.....	7,000	Tls. 50	T 50	Tls. 110
WHEATED.				
HK. & Kow. Wheat & Godown Co. {	30,000	\$ 60	all	\$103, buyer.
	10,000			
	20,000			

Shanghai and Hongkong Wharf Co., Ltd.	12,000	Tia. 103	TieJou	Tia. 252
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited...	50,000		109	173 \$113, sellers.
S'anghai Land Investment Co., Ltd.	58,000	Tia. 60	Tia. 59	Tia. 110, buyers
Kowloon Land and Building Co., Ltd.	0,000		50	\$38
Wai-hai-wai Land Building Co., Ltd.	3,754	Tia. 23	Tia. 35	Tia. 12, buyers
Hongkong Estate & Finance Co., Ltd.	150,000	13	all	\$111, sellers
West Point Building Co., Limited...	12,600	5	\$ 50	\$52, sellers.
TRANSPORT.				
...	1,250	12	all	

H.K. High-Level Tramways Co., Ltd.	2,000	1	100	1	4280
HOTELS.					
S. de la Franchise, 300 Chabon-	16,000				
nares du Roule, 100 Chabon-	200,000	Feb. 75.	all	\$460, Nominal	
Reu d'As. Gold Mining Co., Ltd.		1	19/10	\$3, buyers.	
HOTELS, ETC.					
Hongkong Hotel Company, Ltd.	2,000	1	55	all	\$1274, sellers
Anchor House Hotel Ltd., (Hankow)	12,000	T. 75.	12 1/2	10	170, 135
Anchor House Hotel Co., Ltd. (Shanghai)	80,000	9	40	25	\$311
DEPRECIATIONS.					
A. S. Watson & Co., Limited.	90,000	9	13	10	212, sales
	10,000				87 1/2

Watkins Limited	£	10	17	10, 55 10 1/2
LIGHTING.				
H.K. and China Gas Co., Limited...	7,000	2	10	at \$175, buyers
Shanghai Gas Company, Ltd.....	8,000	Tls.	50	Tls. 50 Tls. 122 1/2
Hongkong Electric Co., Limited. ...	60,000	\$	10	\$ 17 \$15, sellers
REGION AND CEMENT.				

Green Island Cement Co., Ltd.	150,000	£	10	10	10	\$38, buyers
MICHILLANBOUS.						
Belle Asbestos Eastern Agency, Ltd.	8,604	£	15/6	12 1/2		\$7 1/2, buyers
United Asbestos Oriental Agency, Limited	100,000	£	13			93
Hk. Steam Waterworks Co., Ltd.	16,000	£	10	10		1,160
Hongkong Dairy Farm Co., Ltd.	25,000	£	7 1/2			\$12, buyers
Hongkong Paper Co., Ltd.	5,000	£	25	all		\$240, sales & buyers
Shanghai Waterworks Co., Ltd.	7,200	£	40			\$12, 200, buyers
H'kong Rope Manufacturing Co., Ltd.	50,000	£	11	all		\$29, sellers
Hongkong Cotton Spinning Co., Ltd.	125,000	£	10			\$14, sellers
Ho Woon Spinning and Weaving Co., Ltd.	20,000	Ten.	6 1/2	12 1/2		Ten. 68

ing Co., Ltd.	10,000	Tls. 75	Tls. 70	Tls. 61
International Cotton Manufacturing Co., Ltd.	8,000	Tls. 100	Tls 10	Tls. 70
Loan-Kung-Mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 30	Tls 5	Tls. 310
Soy Chee Cotton Spinning Co., Ltd.	200,000	\$ 1	\$ 1	\$ 30.00, sales
China Provident Loan Mortgage Co. Ltd.				

China Borneo Company, Ltd.	60,000	1	1	\$74, buyers
Campbell, Moore & Co., Limited	1,000	1	1	\$50
Wm. Powell, Ltd.	12,000	1	1	\$104, sales
	3,000			
Shanghai and Hongkong Dyeing and Cleaning Co., Ltd.	1,800	51	5	\$50
South China Laundry Textile COAL COMPANY	6,000	25	2	\$20, sellers
Philippine Co., Ltd.	67,500	10	1	\$5
Alhambra Limited	800	603	3	\$100

LOAN.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	£1,000,000	850 7/8	Par.	
VERNON & SMYTH, Share Broker				

Printed and published for THE CHINA MAIL, Limited, by WILLIAM HENRY DONALD,
 at No. 5, Wyndham Street, Hongkong.

[illegible]